

THE CHRISTIAN SCIENCE MONITOR

LAST EDITION.

BOSTON, MASS., THURSDAY, NOVEMBER 11, 1909—VOL. I, NO. 294.

PRICE TWO CENTS.

JOINT BOARD HEARS PLEA FOR FIVE CENT FARE FOR CHELSEA

Metropolitan Transportation Association Seeks Equable Rate to the Revere Beach Reservation.

MANY GIVE VIEWS

Believed That Tunnel Will Be the Ultimate Means of Preventing Long Delays by Congestion.

The joint board on metropolitan improvements today considered the matter of a five cent fare between Boston and all parts of Chelsea and Revere, in order that the residents of all parts of Boston may reach the state reservation at Revere for a five cent fare.

"This request is made," said Attorney Rose Walsworth, representing the Metropolitan Transportation Association, which is behind the movement, "not alone because the distance is not so great as is covered by the Boston Elevated's five-cent fare in other directions, but as well because the traffic is sufficiently heavy to warrant the reduction. The most direct line from Boston to Revere is the tunnel to East Boston, yet the cars running over that line stop one mile this side of the town."

Chairman William E. McClintock of the Chelsea board of control said Bellingham square in that city is only three miles from Scollay square in Boston, yet Chelsea people have to pay eight cents to come into Boston if they desire to go beyond Scollay square, and going home they are required to pay 10 cents if they use the elevated or tunnel lines, as the Elevated company refuses to issue eight-cent checks except on its surface lines. He thought some system should be devised by which there would be an eight-cent fare each way, at least, and recommended that inasmuch as Chelsea is nearer to Boston than many other municipalities which have a five-cent fare this rate might well be given to that city, also. He also complained that the cars of the Boston & Northern street railway frequently require 50 minutes to get into Boston from Chelsea, because of street congestion through Charlestown, and proposed that the commission give its attention to a tunnel for Chelsea traffic.

Representative William M. Robinson of Chelsea believed a new tunnel solely for Chelsea traffic is the only solution of the situation. He thought it an outrage that two fares should be demanded of Chelsea people for riding a distance of little over three miles.

John B. Seward, president of the Transportation Association, Hugh M. McKay, chairman of the Revere board of selectmen, and ex-Mayor John E. Beck of Chelsea also favored lower rates of fare.

LIGHTING ENGINEERS TO MEET. The New England section of the Illuminating Engineering Society will be addressed by T. J. Little of Gloucester, N. J., at its November meeting in the Edison building next Tuesday evening. H. W. Moses and E. C. Kimball also will speak.

Woman is Chosen to Manage Large City Daily Paper

CINCINNATI—For the first time a woman is to guide the destinies of a daily paper in one of the larger cities of Ohio. At a recent meeting of the board of directors of the Springfield Morning Times Mrs. Maud Murray Miller was chosen manager of the paper. There are several women over the state who own and edit newspapers in the smaller towns, but this is the first time that a city daily has been entrusted to a woman.

MAYOR WILL STAY IN RACE AND WANTS COMMITTEE'S HELP

Mr. Hibbard, in Statement, Wants to Know Why the Citizens' Board Cannot Indorse His Record.

CONSIDER TACTICS

Mayor Hibbard this afternoon comes out in a strong statement that he will remain in the mayoralty race to the time of the closing of the polls Jan. 11, and he demands to know of the committee of the citizens' movement why his name should not be considered on the face of the record he has made since occupying the office of mayor of Boston.

In spite of his declaration made today some of his most loyal supporters believe that if Mayor Hibbard even now gets the recognition that it is thought is due him he may be persuaded to pull out of the race in favor of another candidate. These supporters point out plainly that all Mr. Hibbard has been seeking up to the present time was some recognition of his success and his ability to live up to his pledges. Had he received this recognition his supporters believe he would have pulled out of the race long ago. As it stands at the present time it seems as though considerable force would have to be brought to bear on the mayor in addition to his receiving all the recognition which he considers is due him for what he has already done.

Storrow Friends Expose Fitzgerald Party Tactics

The reported endeavors of the supporters of ex-Mayor John F. Fitzgerald and others to create the impression that James J. Storrow is not a strong candidate for mayor of Boston appear to be failing in all quarters. It has become apparent that to give such an impression is the great object of the Fitzgerald campaign at this stage, and in this work, it is said, Mr. Fitzgerald has enlisted many of the Donovan-Doyle Democracy, who have heartily joined in the crusade against the one man who, it is believed, is strong enough to defeat the former mayor.

According to the opinion of staunch Storrow supporters who are in no way connected with the citizens' committee, there is no doubt that the committee will report Mr. Storrow's name for indorsement.

Reports to the effect that Mr. Storrow is ready to step aside for any other candidate who may be named and who might

(Continued on Page Four, Column One.)

CONSTRUCTION IN HUNDRED CITIES SHOWS AN INCREASE

Reports to Bradstreet's from 100 cities of the United States show a total estimated value of construction of \$63,650,196 for October, as against \$60,577,849 in September, and \$62,595,284 in October a year ago, a gain of 5 per cent over September, but of only 1.6 per cent over October, 1908. This latter increase is the smallest percentage of gain reported since September, 1908.

Comparisons now are with large totals a year ago, which precludes any heavy gains being shown in the current monthly returns. As an actual fact,

MR. HILL TO BEGIN VACATION FRIDAY

District Attorney elect Joseph C. Pelletier will assume the duties of his office tomorrow at the special request of District Attorney Hill, who desires a vacation.

The counsel canvassed the returns and formally declared Wednesday that Joseph C. Pelletier was elected. The official figures are: Joseph C. Pelletier, Democratic, 40,954; Arthur D. Hill, Republican, 39,338; Alonso D. Moran, Non-partisan, 3299; Morris Jolles, socialist, 1; all others, 3. Pelletier's plurality,

JAMAICA IS STILL ISOLATED.

HALIFAX, N. S.—Communication with Jamaica by the cables coming to this port is still cut off. Officials of the cable companies said today that they hoped to be able to get some word through from the island during the day.

ATTORNEY-GENERAL DENIES ABANDONING SUGAR TRUST SUITS

Mr. Wickersham Says He Hopes to Recover What Is Not Barred by the Statute of Limitations.

BIG SUM ESTIMATED

WASHINGTON—Atty.-Gen. George W. Wickersham denies that the government has abandoned the pursuit of the sugar trust. He said today that he still hoped to recover at least a part of the large sums of which the trust has been charged with defrauding the customs revenues for the last 20 years, and perhaps to put some of the officials behind penitentiary bars.

(Continued on Page Four, Column Seven.)

KEEN INTEREST FELT IN WAR DEPARTMENT OVER B. & M. REPORTS

Officials Realize Mr. Mellen Might Not Be of Same Mind as Mr. Tuttle Over Charles River Bridges.

KEEPING CLOSE TAB

The United States war department is keenly interested in the report that President Charles S. Mellen of the New York, New Haven & Hartford railroad is to replace Lucius Tuttle as head of the Boston & Maine system, and is keeping a close watch on the trend of events.

This is owing to the decision of the federal government to facilitate the freight transportation on the Charles river by ordering the railroad to raise its bridges over that stream where they carry the tracks from the North terminal station.

This matter has been hanging fire some time. The board of army engineers appointed to look into the matter as to the best methods to be pursued completed their report several weeks ago, but it has not been sent to Washington owing to the indecision of the railroad to make known the course of its future policy relative to the matter.

At one time it was said by the officials of the road that if the government should insist on the original plan of raising the bridges the entire North terminal station would be removed from its present location to Charlestown. As this would mean a great inconvenience to a large number of its patrons the ultimate result of the question has been, and is, awaited with the keenest interest.

President Tuttle has assured the engineers that he is fully in accord with the plans as arranged. Now that there is a pretty definite assurance that President Mellen will be the one man who will demand the most consideration in the proposition if, as it is reported, he

(Continued on Page Four, Column Six.)

BOSTONIANS HEAR OF ICELAND TRIP

About 600 members of the Appalachian Mountain Club and their friends gathered in Huntington hall, Rogers building, Wednesday evening, to hear W. S. Russell of Springfield tell of his recent horseback tour of Iceland.

Mr. Russell conducted his hearers on his trip through the northern island and interspersed his talk with much of value on the botany, geology and animal life of the region. Some lantern views from photographs taken by Mr. Russell were shown.

WALTHAM BLOCK IS BURNED TODAY

WALTHAM, Mass.—A fire occurred early today in Dill's block, 141 to 149 Moody street, causing damage estimated at \$27,000, and resulting in the injury of two of the occupants.

The property was devoted entirely to business purposes, two of the four stores in the building being occupied by the Woolworth Company, one by George L. Kelley and the other by P. H. Graves.

COX FAMILY ELECTS OFFICERS.

The Cox Family Association Wednesday evening at the annual reunion elected these officers: President, Frank S. Newell, Salem; vice-president, John W. Cox, Boston, secretary and treasurer, Edward J. Cox, Boston.

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RUSSIAN ENVOY LEAVES HARBIN.

HARBIN, Manchuria—M. Kokovssov, Russian minister of finance, who came here supposedly for a conference with Prince Ito, left Wednesday for St. Petersburg. He has not conferred with any representative of Japan.

Mr. Peary for the First Time Shows Polar Trip Pictures

NEW YORK—Commander Robert E. Peary showed for the first time Wednesday night the 75 pictures taken on his trip to the pole, which he will use in his lectures. The pictures were shown to an audience of 50 men, prominent in social and geographic circles, at a dinner in Mr. Peary's honor given at the Metropolitan Club. The lecture which accompanied the pictures was in the nature of a formal report by the explorer to the Peary Arctic Club.

Old Station Location Sold



THE PARK SQUARE STATION AS IT ONCE APPEARED.

View of famous structure, now demolished, that was once the pride of this city and operated by the New York, New Haven & Hartford railroad.

FIVE LARGE LINERS NOW IN PORT LIE AT EAST BOSTON PIERS

Cunarder Ivernia and the Italian Steamship Lazio, on Her Initial Trip Here, Arrive Today.

UNLOAD BIG CARGOES

Today marks the biggest day along the East Boston waterfront in upward of two years. Five big liners are now lying in East Boston docks, two of them arriving this morning with large passenger lists and heavy cargoes.

At pier No. 3, Cunard docks, is the big Cunarder Ivernia, Capt. Thomas Potter, which arrived early this morning after a pleasant voyage from Liverpool and Queenstown. Among her saloon passengers was the Hon. J. M. Tyler of Brattleboro, Vt., and Mrs. Tyler, who are returning from a three-months' trip in the British Isles, visiting many points of interest. Mr. Tyler is a former judge of the Vermont supreme court, resigning last spring after 21 years of service.

Another passenger in the saloon was Dr. D. G. Elliot of New York, who has been visiting European museums for several months, gathering materials for a book on勾.

Among the Bostonians in the saloon were: C. W. Allen, a member of a publishing house of this city, who has been spending two months on the continent and the British Isles; H. C. Cottle, Mrs. Cottle and their three daughters, who have been traveling extensively abroad; Mrs. Franklin Gordon-Dexter, H. B. Gair and Thomas Lindall Winthrop of Beacon street, and Mrs. Winthrop, who are returning from their London house.

The afternoon session will conclude the convention and officers will be elected. Miss Mary L. Grafian of Sivas, India, will address the meeting on an "Experiment in Extension"; Mrs. James H. Petter of Yokohama, Japan, will speak on "The Japanese Woman of Today," and Sherwood Eddy will have for his subject "The Supreme Test of Our Loyalty." The closing exercises will follow Mr. Eddy's address.

On the invitation of Mrs. Dwight L. Hill, wife of the pastor of the Pilgrim Congregational church, Brooklyn, N. Y., the delegates to the annual meeting of the Woman's Board of Missions today voted to hold the meeting next year at that place.

NEW BOSTON BANK GETS CERTIFICATE

A certificate has been issued by the comptroller of the currency at Washington authorizing the Mutual National Bank of Boston to begin business.

Counsel Robert W. Nasom for the respondents gave notice to the court that he would make a motion that the claimant, Daniel Blake Russell, be forced to appear in court.

Judge Lawton decided that he would overrule such a motion as the claimant had appeared in court throughout the first session of the hearing.

QUESTION IN LAW WON BY CLAIMANT

The Russell will case hearing, in which the respondent who alleges he is Daniel Blake Russell and thereby entitled to a share of a \$500,000 estate now held by William C. Russell of Melrose, was continued before Judge George Lawton in the Middlesex probate court this morning.

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AGREE IN STEEL CASE.

Agreements by counsel on the admission of certain documents being offered to prove signatures in the steel case trial in the superior criminal court arrived at today, made it seem certain that the government would be able to finish with its remaining witnesses very soon, probably this afternoon.

SALVATION ARMY HEAD COMPLAINS

Col. Adam Gifford has written a letter to Police Commissioner O'Meara, complaining of what Colonel Gifford terms "persecution of Salvation Army workers" by unknown men claiming to represent police headquarters. It is said that an effort was made to get a member of the army stationed in the entrance of the store of R. H. White Company to violate her permit by going into the street for a contribution.

ARMOUR PLANT VISITED BY FIRE

CHICAGO—Fire in the Armour packing plant here started at noon in the fertilizer building, which has been destroyed. The flames then burned the oleo plant, a four-story structure half a block long, and then spread to the beef plants. All business in the Union Stock Yards was suspended. No estimate of the loss has been made.

PARK SQUARE SITE OF NOTED RAILROAD DEPOT SOLD TODAY

Trust Company Buys a Big Plot of Land and Property Will Be Improved by New Owners.

ROAD GETS SHARES

Expect Business Buildings Will Be ERECTED After the Streets Are Laid Out, but Details Are Incomplete.

Laurence Minot reported to the directors of the Boston Chamber of Commerce this afternoon the sale of the 722,292 square feet of land at Park square, formerly occupied by the station of the New York, New Haven & Hartford Railroad Company to the Park Square Trust, of which Messrs. Williams, Amory A. Lawrence, Alfred Bowditch and Lawrence Minot are trustees and managers.

The plot will be improved by cutting new streets and ultimately business blocks and possibly tenement buildings are expected to be erected on the land.

Mr. Minot made his report to the Chamber of Commerce in behalf of the Park square committee appointed a year ago by the Boston Merchants Association. This action puts an end to the vast amount of speculation which has been indulged in for years as to what was to be done with the property since the road abandoned it.

A number of projects have been discussed in connection with the utilization of this land, including a site for a new city hall, a terminal for all the electric cars, a location for hotels, theaters, public markets like the Quincy and Faneuil hall stores, and many other enterprises.

In payment for the land the trustees have issued to the railroad company 32,000 shares of the Real Estate Trust of a nominal par value of \$100 each, or a total of \$3,200,000. To enable them to improve and develop the property, the trustees have the right to issue first mortgage bonds for not exceeding \$4,000,000, bearing interest at not exceeding 4 per cent, and convertible at their face value at any time prior to July 1, 1919, into shares of the trust.

These bonds will afford to the investor the certainty of 4 per cent income during the period of development, and an opportunity to participate in the ultimate profits of the enterprise. The trustees may also issue additional shares of the trust from time to time as money is needed for the improvement of the property.

None of the land and none of the securities of the trust will be offered for sale at the present time. The first step in the improvement of the property will be the planning and construction of suitable streets, so as to make it accessible and convenient for business and residential purposes. No street plan has yet been adopted. The proper layout of streets on this large territory is a matter of vital interest to the public as well as to the owners of the land, and until the trustees have availed themselves of the knowledge and experience of the street commissioners, of the various civic bodies interested in such matters, and of their neighbors, whose property would be affected, they are not ready to make any definite plans in regard to new streets.

In a general way, however, they believe that the needs of this entire section of the city should be thoroughly studied and a comprehensive plan broad and liberal lines adopted for its development. The stagnant condition of real estate in this neighborhood for the past dozen years is due in large measure, in their judgment, to the lack of such a plan. The trustees realize that such a plan could not be carried out without a considerable expenditure by the city and by owners of real estate.

They feel, however, that there is no limit to the amount that the city might wisely spend in such improvements, provided one condition is observed, namely, that for every \$1000 expended there should be created within a reasonable time and as the direct result of such expenditure at least \$3000 of new taxable property. By strictly adhering to this principle, the city would receive each year at the present rate of taxation \$49.50 in taxes on property newly created, a sum more than sufficient to pay the interest and sinking fund on \$1000 borrowed for improvements.

News of the World Told by Cable and Correspondence

MATERIALS ARE ORDERED FOR TURKISH IRRIGATION SCHEME

Ministry Opens Credit for Necessary Money to Construct Dam on Hindie River—Expect Greatest Prosperity Country Has Known Will Follow Its Completion.

(Special to The Monitor.)

CONSTANTINOPLE.—Sir William Willcocks has planned to make an immediate beginning upon the reconstruction work on the Hindie dam, which is of the first importance in the Mesopotamian reclamation scheme on which he is engaged for the Turkish government. The materials necessary for the work have been ordered and prepared, and of the £140,000 estimated by Sir William as requisite for initiating the work, the Turkish ministry has opened a credit for £130,000.

Sir William asserts that the repairing of this dam and the construction of a new dam for the Hindie, together with the dredging of the Hilla branch, will, if begun immediately and finished with due expedition, secure a head of water throughout the year for the canals which derive their supply from the Hilla branch, and that furthermore this will create a prosperity in the country affected five times as great as it was 30 years ago when that district was deemed the most prosperous part of Mesopotamia. In addition to the dam Sir William proposes a weir, which with the extension of the dam would add £26,500 to the £140,500 estimated for the reconstruction and repair work, making £167,000 in all for this structure.

Nevertheless, even completely repaired and extended, the Hindie dam will not suffice for restoring the Hilla branch to adequate height. For that purpose it will be necessary to construct a new dam above the present one, the new dam to hold back four meters of water, which, together with the two meters retained by

VOTERS INDORSE EXPENDITURE

(Special to The Monitor.)

VANCOUVER, B. C.—The ratepayers of Vancouver, at the polls, indorse the expenditure of \$1,075,000 for a new bridge over False creek, and for necessary extensions to the waterworks system. Of this amount \$400,000 will be spent on waterworks, and the remainder on the bridge, which with the amount already provided for will meet the estimated cost of \$807,500. The appropriation of over \$1,000,000 for the two bridges now in course of construction has been found inadequate, and about \$75,000 will be required to complete the structures.

NORWEGIAN WRITER IN PARIS.

PARIS.—Bjornstjerne Bjornson, the Norwegian novelist, has arrived here. During part of the journey from Christiania the novelist traveled with the King of Denmark in the King's private car. He was greeted at the station by a representative of Premier Briand.

AT THE THEATERS

BOSTON.

AMERICAN MUSIC HALL.—Vaudeville. BOSTON.—"The Three Twins." CASTLE SQUARE.—"A Bachelor's Honey-moon." COLONIAL.—"The Fair Co-Ed." GLOUCESTER.—"The Blue Mouse." HOLLIS STREET.—"A Woman's Way." KEITH'S.—"Vanderbilt." MAJESTIC.—"The Rose of Algeria." MEMPHIS.—"Gone with the Wind Mississippi." TREMONT.—"The Love Cure."

BOSTON OPERA HOUSE.

FRIDAY, Symphony Hall, 2:30 p. m.—Song recital, Miss Marcella Sembrich.

Saturday, Hall, 8 p. m.—Concert by Harvard and Dartmouth musical clubs.

BOSTON CONCERTS.

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NEW YORK.

AMERICAN.—Vaudeville. BELASCO.—"Is Matrimony a Failure?" BILBO.—"The Midnight Sons." BROADWAY.—"The Wizard." COLONIAL.—Vaudeville.

COMEDY.—"The Melting Pot." CRITERION.—"Israël."

GAUTHIER.—"The Fortune Hunter."

GARRICK.—"The Harvest Moon."

HACKETT.—"Such a Little Queen."

HERALD.—"The Builder of Bridges."

IRVING PLACE.—Dramas and operettas in German.

KEITH & PROCTOR'S, Fifth Avenue.—Vaudeville.

KNICKERBOCKER.—"The Dollar Princess."

LIBERTY.—"Springtime."

LYCEUM.—"Arsene Lupin."

MAJESTIC.—"Mr. Lode of Coal."

MANHATTAN OPERA HOUSE.—Grand Opera.

Monday evening, "Aida."

Saturday afternoon, "Thais."

Saturday evening, "Cavalleria," and "Paisible."

MANXIE ELLIOTT'S.—"The Passing of Third Floor Back."

NEW AMSTERDAM.—"The Silver Star."

NEW YORK.—"The Man Who Owns Broadway."

SAINTS.—"The Awakening of Helen Riche."

WALLACK'S.—"The Fourth Estate."

WEBER.—"The Climax."

CHICAGO.

AMERICAN.—Vaudeville, with Harry Lau.

AUDITORIUM.—"Ben Hur."

CHICAGO OPERA HOUSE.—"Mme. X."

COKE.—"The Kissing Girl."

GRANDE OPERA HOUSE.—"The Dawn of a

GREAT NORTHERN.—"The Wishing Ring."

ILLINOIS THEATER.—"A Fool There Was."

LA SALLE.—"The Flirting Princess."

LYKES.—"The Test."

MAHOGANY.—Vaudeville.

POWELL.—"The Noble Spaniard."

PRINCES.—"The Goddess of Liberty."

STUDERAKER.—"The Old Town."

WHITNEY.—"They Loved a Lassie."

the existent dam, would give six meters, or sufficient for the purpose.

When the mouth of the Sakkawia was closed 40 years ago the 1000 cubic meters of water per second which had flowed in this canal for 800 years was added to the volume of the Euphrates, which, with its continuation, the Hilla branch, was incapable of carrying it, and the surplus was added to the Hindie. The increased volume caused the branch to burst its banks, and the bed was deepened and lowered the water in the Hilla branch which was used for irrigation. The Turkish government 24 years ago undertook to dam the Hindie to remedy this condition, but the dam has an opening 30 feet across for navigation purposes and has not been a success. Meanwhile the Hilla branch has become sanded so that whereas it once carried 2000 cubic meters a second, it now carries 200 with difficulty, and would naturally in a few years be obliterated. This region has been the most prosperous and advanced of Mesopotamia but has relapsed largely to an arid state.

The proposed new work is intended to direct the current into the Hilla branch in the same manner that the water is directed into the ancient Mesopotamian canals. The dam is to consist of 36 openings of five meters each, with piers of 150 meters each. The regulation system of the dam will consist of wooden piles, which are economical and have given admirable results in Egypt for hundreds of years, and have been replaced only during the past decade by iron shingles. When Mesopotamia shall have become as rich as Egypt, it will be possible to change the system, as has been done in Egypt. The estimated cost of the proposed dam and sluice is £119,000.

(Special to The Monitor.)

ONDON.—The Unionist party is in danger of imitating the mistake made by the Liberals. The Liberals, when the by-elections were going steadily against them resorted to every device known to political meteorology to explain away their defeats; the Unionists are driving home their victory in Bermondsey with almost as unmeasured insistence. The Unionist papers hail Bermondsey as the beginning of the end, and it is said that when the news of the result reached the lobby it was greeted by Austin Chamberlain with the exclamation, "That is the last of the budget!"

In the House itself the eloquence of Mr. Lynch, who was addressing the members on the subject of the growth of tobacco in Ireland, was for a time completely drowned, and only the intervention of the speaker eventually stemmed the volume of Unionist cheers. Now that Bermondsey, in the language of old Kaspar, is a glorious victory it is not necessary to dispute, but that it is going to be the Blenheim of the Liberal cause is by no means so positive.

Bermondsey has returned a Unionist to Parliament by a large majority over a Liberal opponent, and left the socialist candidate badly in the rear. Bermondsey is moreover a purely industrial constituency, indeed it may be

Unionists Claim Bermondsey Is Beginning of End



AUSTEN CHAMBERLAIN.
Who was chancellor of exchequer in Unionist cabinet.

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hazarded that no one ever went to live in Bermondsey by choice. If there is a constituency in the country in which dukes should be unpopular and the budget popular, that constituency is Bermondsey. Nobody in Bermondsey would be affected by the land tax, everybody would be affected by a tax on corn. Yet this Bermondsey has ejected a Liberal, and has elected a Unionist. No wonder the Unionists cheered vociferously, and hurled sarcastic shouts of "A poor man's budget!" "A popular budget!" across the House at the discomfited Liberals. These were the emotions, but there was also a moral of which not a few of those present must have been well aware.

Bermondsey was not always, in parliamentary parlance, Bermondsey. A quarter of a century ago it was Southwark. Then came Mr. Gladstone, like some Able Terry, and Southwark was reduced by some two fifths, and out of what was taken there blossomed Bermondsey. One day, however, toward the end of Lord Beaconsfield's last administration, when Southwark was as yet Southwark, there occurred a vacancy in the country of the tan pits, and that famous and popular barrister, Sir Edward Clarke, was put up to win radical Southwark for the Conservatives, and he did. Great were the Conservative rejoicings, the tide was declared to be flowing, it always flows on these occasions, and before it had time to ebb, Lord Beaconsfield determined to appeal to the country. Within six weeks the Conservative debacle was complete, Southwark had returned two Liberals, and Mr. Gladstone had entered into power. The tide had gone out not on the ebb, but on the race.

Bermondsey has fairly maintained the reputation of Southwark as a political weathercock. There have been exactly seven elections since the borough was created, and with the exception of the famous occasion of the kaki election, it has alternated Liberals and Conservatives, as its representatives, with engaging impartiality. It is true that on the present occasion the turn-over of votes has been more pronounced than upon any other. A Liberal majority of 1739 has been converted into a Unionist majority of 987, but it must not be forgotten that there was a socialist in the field whose vote accounted for almost the exact amount of the Liberal decrease.

It does not of course follow that if the socialist could have been eliminated the Liberal would have gained full amount of his poll. The socialist has given it as his opinion that there were at least 500 irreconcilables among his followers who would on no account have voted Liberal. If his estimate is accurate the Unionist would still have been returned by a small majority. It would have been a victory, but there would have been nothing of a landslide about it. Taken by itself, there would have been



JOSEPH CHAMBERLAIN.
Who is chancellor of the University of Birmingham.

nothing in the victory either to elate the Unionists or to deject the Liberals. To recover their lost ground the Unionists should have carried the seat by a clear majority; it is difficult to say for certain that with the socialistic candidate withdrawn they would have done this.

The sting really lies in the fact that Bermondsey is only the last in a long series of reverses. It was imagined that the popularity of the budget would have turned the tide, but it does not appear to have done so. Meantime the indignation provoked by Mr. Ure's pension speech is as violent as ever. Amidst the cries with which the result of Bermondsey was received in the House were loud sarcastic cheers for the lord advocate. His explanation of the day before that he did not mean that the Unionists would stop the pensions if they got in, but that they would be unable to raise the necessary funds by means of tariff reform to pay for them, is regarded with anything but satisfaction by his own side. That no scheme of tariff adjustment yet put forward would have the effect of raising the necessary revenue may, or may not be the case, but the fact remains that the government would be compelled to find a means of raising the necessary revenue, even if it was reduced to ignorantly following the example of Mr. Lloyd George, and searching for the richest hen-roosts to rob.

This session will be the first one to

see the labor interests of the country directly represented in the cabinet, the inauguration of the new minister of labor having taken place after the close of the last session.

It is considered probable that the session will last for six months at least, and the relative strength of the two parties remains practically the same as at the opening of the last parliamentary session, there being a large Liberal majority in the Commons and an overwhelming majority in the Senate.

(THE CROWN HAS IT.)
(Xmas is coming)
Good perfumes usually are costly. The one exception is



The one inexpensive perfume that has lived and thrived for nearly 30 years. Ident. Xmas gift. Crab Apple Combination Sets in satin-lined box. Sold Everywhere.

A bijou bottle and "Fashion Book" of perfume sets, including details of our Xmas gift to you, sent for 10 cents (postage). Write Dept. X to-day.

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Crown Perfumery Co. of London, 30 East 20th St., New York.

A DOLLAR

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If you send in the most acceptable photograph for the Boys' and Girls' Page of The Monitor among those received each week. This offer is to its young readers. For the second best photograph 50 cents will be paid.

The Monitor Wants Pictures

of children at play, school scenes, historic places, picturesque views, quaint houses, city or country scenes, either characteristic or unusual. Blue prints are not available.

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by writing a descriptive story of not over 200 words to go with the photograph submitted. In any case put a title on the picture. Write your name and address plainly, and enclose stamp if you wish photograph returned.

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SECOND SESSION OF PARLIAMENT WILL BE OPENED TODAY

(Special to The Monitor.)

OTTAWA, Ont.—The second session of the eleventh Canadian Parliament opens today—an exceptionally early date for the "opening," which is necessitated by the unusually important and numerous questions now before the country, questions which are probably of greater international importance than those faced by any previous assembly since confederation.

Without much doubt the problem looming largest on its horizon is the inauguration of Canada's naval defense system, a work so entirely new to the colonial legislators that the home government has consented to lend its aid for the advancement of the project, by sending two representatives to the capital who will consult with the government regarding the preliminary legislation necessary for the establishment of a navy, as well as to assist in the actual working out of the plan decided upon by Parliament.

Another question involving both foreign and domestic shipping interests will develop from the requests laid before the government by ship owners and harbor authorities along the Atlantic coast and St. Lawrence route relative to the establishment of adequate drydock accommodation for the rapidly increasing commerce of the Canadian ports.

There are also reports of a request for subsidies for a line connecting with the ports of France, and any discussion of the recent conference between West Indian representatives and the Canadian ministers—if reached during this session—will involve the consideration of

Leading Events in Athletic World Chicago Expects Victory

STRANG BREAKS TWO MORE AUTO RECORDS IN ATLANTA RACES

Knipper in Chalmers-Detroit Takes Hundred-Mile Race After Nilson Is Forced to Withdraw.

HARDING WINS ONE

ATLANTA, Ga.—Several automobile and motorcycle races were on the program of today's events at the speedway. The main event was the 120-mile contest for light cars, the prizes being the Atlanta Automobile Association trophy and \$600 to the winner. Three 10-mile contests, a 20-mile and a 4-mile for stock cars completed the automobile events. Two races for motorcyclists were also on the card.

Two more automobile track records were broken by Strang yesterday.

Harding drove an Apperson "Jack Rabbit" to victory in a 10-mile contest. The Buick car won the amateur 10-mile free-for-all by 1-100 of a second, but lost the 100-mile race on the last lap. The Buick was driven by Joe Nelson, Chevrolet's mechanician, and he lost on the last lap to Will Knipper when his lubricating oil became exhausted.

Louis Strang had to withdraw from the 10-mile race for large stock cars after the first lap, in which his Fiat Sixty had assumed the lead. He won two other races in his 200-horsepower Fiat with ease, defeating Oldfield and Christie in the remarkable time of 7m. 1.94s., averaging about 39.5s. to the mile, except in the last lap when he "blew" a tire and had to reduce speed at the turns which prevented his making the distance in less than seven minutes. As it was, his time broke Aiken's new record of 8m. 2.41s., made yesterday.

Strang averaged 41.11 seconds in the four-mile. George Robertson was compelled to withdraw his Fiat from both events in which he was entered.

The 100-mile light stock cars race proved the feature of the day, ending with Chalmers-Detroit cars in first and second places, drivers Knipper and Matson, respectively. At the start Nelson fought Matson for second place, eventually winning the honor when the latter stopped for repairs. A 30-mile chase of Knipper put Nelson in first position, which he held until the eightieth mile. Then Knipper, who took brilliant advantages of the curves, dashed past him at the stands, bringing the crowd to its feet with a great roar of applause.

At the eighty-eighth mile Nelson recaptured the lead. Knipper clung close to him until the last lap, and then, to the surprise of the spectators, Nelson suddenly slowed up. His machine had been out of lubricating oil for 10 minutes, and moved at greatly reduced speed. Knipper shot past him and came in an easy winner. The summary:

Event 11—Harding, Apperson, first; Matson, Chalmers, second; no third finished. Time 8:30.08.

Event 12—Strang, Fiat, first; Christie, Christie, second; Aikens, National, third. Time 2:47.31.

Stock car race between Oldfield, Strang, Christie, Strang, Fiat, first; Oldfield, Benz, second; Christie, third. Time 7:00.94. First prize, \$500; second, \$250.

PRINCETON SQUAD AT FARMINGTON

PRINCETON, Conn.—The Princeton football squad arrived here Wednesday evening and today will hold a secret practice on the links of the Country Club. Before the drill, however, the squad will tramp over the country. The squad, coaches and trainers make 34 men and upon their arrival at Hartford they were met by a special trolley car and brought to the Elm Tree Inn, which will be the headquarters until they leave for New Haven Saturday, to meet Yale. All the members of the team were in excellent form and feel confident of making a good showing Saturday.

The car bearing the players stopped a minute at West Hartford to take a switch, a bevy of girls appeared with Yale flags. The Princeton players threw open the windows and cheered. The girls surprised the team by giving a Princeton "locomotive" cheer.

HARVARD AT NEW HAVEN

NEW HAVEN, Conn.—The Harvard varsity cross-country team which left Cambridge this morning at 9:15 o'clock arrived here this noon. The team will run against Yale at 3:30 o'clock tomorrow afternoon in their third cross-country race. This afternoon the squad will walk and ride over the Yale course, which is six and three quarters miles long, extends for about one mile through the fields, a mile over macadam road, another over stony wood road, two more over macadam, a sixth on a dirt causeway, and ends with an up-grade and one lap on the track at Yale field.

The team will be made up as follows: W. H. Fernald '12, G. R. Harding '11, P. C. Head '11, H. Y. Masten '10, W. P. Rogers '11, H. R. Rowse '12, E. L. Viets '11, P. R. Withington '12.

SENIORS WIN FOOTBALL TITLE

NEW YORK—For the third successive time, the senior class football team of Columbia University won the title in the interclass championship series. They defeated the juniors in the deciding game 53 to 0.

YALE PLANS TO BLOCK KICKING

Coaches Spend Much Time Drilling Varsity in Breaking Up Princeton Drop-Kick Formation.

NEW HAVEN, Conn.—The Yale varsity eleven had a rather easy practice Wednesday. No scrummage work was indulged in and it is announced that there will probably be no more before the Princeton game. The coaches want to keep the team in good condition for Saturday.

The entire squad was on the field in the afternoon, but the practice was shorter than usual, and everyone was back at the gymnasium at 4 o'clock. The coaches included Shevlin, Bloomer, W. H. Heflinger, Frank Hinkey, Frank Butterworth, Walter Camp, Carl Flannery, Clinton Roraback, Burn Chamberlin, Olcott, Howard Jones, Wheaton, Raynham, Townsend and Dr. Hammond. Frank Hinkey paid special attention to Harry Vaughan, who is to take Logan's place on the Princeton game. Hinkey also paid considerable attention to Haines, who has rejoined the squad after being out for five weeks.

Logan, end, was at the field again, but was in his street clothes. Logan is anxious to get into the game again, but this is practically impossible. He has worked hard all fall and was certain of a place in the big games until forced to withdraw from the Brown game.

Much time was spent breaking up the drop-kick formations. Hinkey was a great help in coaching for this work, and so were Bloomer and Shevlin, both of whom were famous for breaking up these plays. The varsity lined up as follows:

Kippatrick, i.e.; Hobbs, i.e.; Andrus, i.e.; Cooney, c.; Goebel, r.g.; Paul, r.t.; Vaughan, r.e.; Howe, q.b.; Philbin, l.b.; Coy, r.h.b.; Daly, f.b.

There was a 10-minute scrummage between the third and fourth teams in order to keep them in condition. The usual morning practice was held at the gymnasium and the varsity men went to the gymnasium for the usual drill in blackboard work and in signals in the line-up.

Paul showed up strongly in breaking up the scrubs' formations and there is a possibility that he will get into the game against Princeton Saturday. Paul is at most good as Liley.

Captain Coy will start the game Saturday and the Yale backfield will be Philbin, left halfback; Coy, right halfback; Daly, fullback. Savage has not had enough experience and the team lacks dash and power without Coy and Philbin. Savage and Murphy will undoubtedly displace Coy and Philbin in order to save the latter two for the Harvard game.

The hotels are already filling up. Graduates are coming back earlier and in greater numbers than ever before. Twenty-two special trains and 12 regular trains will be run from New York. Specials will be run from every city in this state and from Boston. There will also be six big parlor car trains from New York.

HARVARD VARSITY WINS ANNUAL RACE

The Harvard varsity crew won from the second by about a length and from the third by 10 lengths of open water on the Charles river Wednesday in the annual 3½-mile race which closes the fall competition. Between the first two crews the race was a close struggle, the varsity pulling gradually ahead over the last three quarters of a mile by superior strength. Throughout the course the second exhibited good form, with an abundance of life and dash, while the varsity's rowing was rather poor over the first two miles.

Halfway from Harvard bridge to the finish the bow of the University boat lapped the stern of the second crew's shell, the University crew rowing at this point a yard 23. The second crew fought hard, however, and the University eight was now only able to gain by feet. About a quarter of a mile from the finish both crews were rowing stroke for stroke at 33 and absolutely even. Three hundred yards from the finish the University eight began to go steadily away and crossed the finish line in a sprint from 34 to 35, a winner by a scant few feet of open water.

There will be no more active work until February, when the men will begin work in the tank. Many of the men will row in singles as long as the weather permits, and an eight will probably be formed to row on good days to try out Newton at stroke. Coach Wray will supervise this work. The order:

"Varsity, Cutler, Wad (capt.), Newton, Bacon, Strong, Metcalf, Leslie, Sargent, Kite, Coxswain.
Second, Forster, Hooper, Higginson, Maxwell, Walter, Loring, Parker, Anderson, Voorhees (coxswain).

TUFTS HAS STRONG OFFENSE

R. H. Allen '10 of Cincinnati has been elected president of the Massachusetts Institute of Technology Athletic Association, Harold Lockett '10 of Chicago, vice-president, W. D. Allen '11 of Nantucket, secretary, and C. H. S. Merrill '11 of Manchester, treasurer. These members, representing the undergraduate body on the advisory council on athletics, were chosen: T. B. Parker '11 of Wellesley, John Avery, Jr. '10 of West Newton, and Karl D. Fernstrom '10 of Norfolk, Va.

HUSTON STILL LEADS KLING

KANSAS CITY—At the close of the play Wednesday night Thomas Huston, playing John Kling for the pool championship of the world, was 63 points ahead, having increased his lead of 61 points by two.

HARVARD SQUAD AGAIN INTACT

Coaches Give Varsity Long Practise Breaking up the Dartmouth Formations—Browne Placed at Left End

The Harvard varsity football squad held a long signal drill during the secret practise Wednesday afternoon in the stadium. Later the second lined up against the first for a short scrimmage, in which the teams practised formations and plays to be used against Dartmouth on Saturday.

G. Brown, end, and McKay, tackle, were both in the line-up, Browne playing left end in place of Houston. Wigglesworth replaced O'Flaherty during the signal practise, running the team fast and accurately. Hooper and Minor were both given a lay off, but were on the field. Minot will probably take his place in the line-up today or tomorrow.

After the regular practise Coach Kennedy spent some time with O'Flaherty, drilling him in drop kicking. P. Withington tried a number of kick-offs. The signal drill for both the varsity team and substitutes was held after the scrimmage work, and when this was concluded the teams were sent in.

The second team tried a number of Dartmouth's plays on the varsity, and they were coached on how to stop them. Several of the second team coaches were at the Dartmouth-Princeton game Saturday, and came back with the plays that were used by the former. Monday and Tuesday were spent in teaching them to the second team, and Wednesday they were tried on the varsity.

The appearance of every man on the first squad on the field dressed to play was very encouraging. R. Brown, Rogers, Hooper and Perkins were all put through light work. McKay and Corbett appear as good as ever. Gil Browne started the practise at left end which would seem to indicate that if he gets into the remaining games it will be in place of Houston. L. Smith has been playing a grand game at right end and now seems certain of holding it. The line-up:

FIRST TEAM. SECOND TEAM.
Brown, Houston, i.e. r.w. Davis
McKay, Bush, i.e. r.g. Davis
L. Withington, i.g. r.g. Blake
P. Withington, c. c. Barber
Fisher, r.g. r.g. Knapp
L. D. Smith, r.e. r.e. Blanchard
Wigglesworth, O'Flaherty, q.b.q.b. Merrill
Corbett, l.b.b. r.b.b. Tryon
Lyon, P. L. Smith, r.h.b. r.h.b. Morrison
Logan, f.b. f.b. E. B. Blodget

The second mass meeting will be held in the living room of the union this evening at 8 o'clock, Capt. H. Fish, Jr., 10, and Head Coach P. D. Haughton '99 will address the meeting. G. P. Gardner, Jr., '10, will preside and lead the cheering, assisted by C. L. Lanigan '10, and J. S. Reed '10 will lead the singing.

New songs which are to be practised are: "Harvardiana," "Harvard's Jubilee" and "Harvard's Triumph"; the old songs are: "Fair Harvard," "Gridiron King," "Harvard Every Day," "On Soldiers' Field," "On to Victory," "Our Director," "Up the Street" and "Veritas."

HARVARD CREWS DINED TONIGHT

The Harvard Club of Boston will give dinner in honor of the 1909 varsity crew from the second by about a length and from the third by 10 lengths of open water on the Charles river Wednesday in the annual 3½-mile race which closes the fall competition. Between the first two crews the race was a close struggle, the varsity pulling gradually ahead over the last three quarters of a mile by superior strength. Throughout the course the second exhibited good form, with an abundance of life and dash, while the varsity's rowing was rather poor over the first two miles.

Maj. Henry Lee Higginson, of the class of 1855, president of the club, will preside, and W. S. Hall '09, will act as toastmaster. President Lowell will be present and will speak. Other speakers will be: Judge W. C. Loring '72, J. F. Curtiss '99, E. C. Cutler '09, J. Wad '10, Capt. H. L. Loring '99, J. Wad '10, and F. M. Blagden '09. Owing to the large number of acceptances already received, a record attendance is expected.

CHINESE STUDENT FOR OFFICE

WORCESTER, Mass.—At the directors' meeting of the Worcester Polytechnic Institute Athletic Association to be held Boylston hall tomorrow afternoon two candidates, one of whom is a student from China, will be voted on for the office of assistant manager of the Tech basketball team. The two candidates are Charles T. Leigh of Seattle and Yu Shu Chin of Amchin, China. Both have a big following among the directors, although the student from China is expected to win over his American opponent, and if he does he will be the first Chinese student that has ever held the office on any college athletic team in this country or England. Appropriations for various athletic teams will also be voted on by the directors of this meeting.

ELECT ATHLETIC OFFICERS

MEDFORD, Mass.—The Tufts varsity scored three touchdowns in a lively scrimmage with a strong second team Wednesday afternoon on the old campus while the second eleven was able to make only one single first down. The recent shift in the line-up, Dittick going to left halfback and Bohlin from that position to quarterback, was tried again in Wednesday's scrimmage and worked surprisingly well. The varsity offense was especially strong.

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R. H. Allen '10 of Cincinnati has been elected president of the Massachusetts Institute of Technology Athletic Association, Harold Lockett '10 of Chicago, vice-president, W. D. Allen '11 of Nantucket, secretary, and C. H. S. Merrill '11 of Manchester, treasurer. These members, representing the undergraduate body on the advisory council on athletics, were chosen: T. B. Parker '11 of Wellesley, John Avery, Jr. '10 of West Newton, and Karl D. Fernstrom '10 of Norfolk, Va.

SENIORS SHOOTING CHAMPIONS

KANSAS CITY—At the close of the play Wednesday night Thomas Huston, playing John Kling for the pool championship of the world, was 63 points ahead, having increased his lead of 61 points by two.

CHICAGO EXPECTS FOOTBALL VICTORY IN CORNELL GAME

Coach Stagg Expects Hard Contest and Refuses to Predict Result, But Players Are Confident.

WAS TIE LAST YEAR

CHICAGO—Strenuous efforts are being made by Coach Stagg and Captain Page to whip the Chicago University varsity football team into proper shape to de-

RECORDS BROKEN AT HORSE SHOW

Western Six-in-Hand Teams Are Being Exhibited Today for the First Time in Many Years.

NEW YORK—Admirers of the hackney were out in force today when the merits of several classes of the high-steppers were passed upon by the judges at the national horse show. The entire forenoon session was given up to the judging of these animals while the afternoon offered a varied program.

Society's patronage of the horse show was never more generous than this year and the display of fashion in Madison Square Garden's big amphitheater never more brilliant. Attendance records are up to the highest marks of former years, and with an unusually attractive program, tonight is expected to find the garden filled with a crowd even larger in size than last night's—the biggest of the week so far.

Not a little of the show's increased popularity is held to be due to the presence of the American and foreign army officers with their chargers. Other events in which they will participate are scheduled for this afternoon and evening.

Polo ponies, which included some played at Hursting last spring, when the Meadowbrook Club won the international cup; hunters over the first high jumps of the week and shown as teams from hunt clubs, with high steppers and roadsters for a special cup, helped to fill up the program Wednesday.

In the preliminary jumping test over four successive hurdles, each 5 feet high, and to carry a minimum weight of 140 pounds, 24 of the entries, including the bay mare Biddy, ridden by Lieut. P. G. Yorke of the Royal British artillery, qualified.

Trotters shown in the breeding classes were mostly driven tandem before a saddle horse to bring out their speed and hardiness. Judge Moore won a notable victory with his hackney Flourish after a close contest with J. W. Harriman's Lady Dillon.

MEMPHIS, Tenn.—The National Association of Minor Leagues met here today in what probably will be the closing session of the 1909 meeting. The report of the committee on the revision of the constitution and the selection of the place of meeting for 1910 were the principal events of the session.

The national board of arbitration met today and took up many cases, the majority of which were of minor importance. There are still more than 90 cases to go before the board and it is expected that body will not finish its task until tomorrow and possibly it will be forced to remain over until Saturday.

The second session came to an end Wednesday night. The important events of the session were the admission of the California state league to organized baseball, the unopposed election of President M. H. Sexton of Rock Island and a fight by the Northwest league for special legislation.

The ratification of the agreement drawn up by J. H. Farnum, secretary of the national association, and Frank Herriman, president of the California state league, met with little opposition. The club of the legalized California state league will be in San Francisco, Oakland, Sacramento, Fresno, Stockton, and other city to be selected.

President W. H. Lucas and D. E. Dugdale, president of the Seattle club, who represented the Northwest league, made a hard fight for some special legislation in its favor, and the request was referred to the committee on revision. The Northwest league men contended that they were in a peculiar position geographically and that they were in reality a class A league, although now only in the B classification.

The president of the Central league, F. R. Carson, was a strong advocate of the establishment of a single drafting price by which the major leagues might take players from the four classes of the minor leagues. Now there is a sliding scale. Mr. Carson also said that a player should have a certain time in which to return his signed contract or incur a penalty. Both of Mr. Carson's suggestions were referred to the committee on revision.

The class C and D leagues asked that the minor leagues be allowed to deliver drafted players at the end of the season. Now these players are required to be delivered Aug. 23.

The Virginia Valley league was admitted to the National Association by the national board of arbitration. The circuit is composed of Huntington, Charleston and Parkersburg, W. Va., and Ashland, Ky. It was admitted to class D.

Bowling Results.

LEATHER INDUSTRY EAGER FOR COMING MEETING IN BOSTON

The convention of the shoe and leather industries of the United States, which is to be held in Boston, Friday, Jan. 14, under the auspices of the National Shoe Wholesalers Association, will be one of the most important trade conferences that has taken place in years.

The convention will be held at the Hotel Somerset and its primary purpose is a discussion of the all-important question at present confronting the trade—that of prices. The specific topics to be discussed by speakers of national reputation will be as follows:

"Are we confronted with a radical advance in the prices of leather and shoes? What effect will free hides have on the situation?

"Will the buying public prefer fixed prices, or wisely demand a standard quality at the market price?

"Is there any good reason why the shoe and leather industries should not share in the general prosperity of the country?"

While the list of speakers is not yet ready for publication, it is known that it will include some of the most prominent manufacturers and dealers in the trade. The preliminaries of the convention have been arranged by President J. K. Orr and Secretary S. W. Campbell of the National Shoe Wholesalers Association, the decision to hold the convention here having been reached at the meeting of the national organization in Boston last July.

President Orr has appointed as the general committee of arrangements Messrs. John H. Gibbs, chairman, of Boston, D. P. Morse of New York, R. P. Spencer of St. Louis, John W. Craddock of Lynchburg, Va., and Thomas F. Anderson of Boston, the latter being secretary of the New England Shoe and Leather Association.

In a cordial letter to President Charles C. Hoyt, President Orr invites the New England Shoe and Leather Association to participate in the convention and asks for the hearty cooperation of its members.

AMERICAN WOOLEN COMPANY TO BUILD IN SACO IS REPORT

BIDDEFORD, Me.—The American Woolen Company contemplates erecting a group of large mills in Saco, according to persistent reports here today. Large land deals are impending, it is said, one tract of 1500 acres being now negotiated for. Other parcels of 25 acres and more are being bargained for, say real estate men of this city and Saco.

Two civil engineers have been busy for a fortnight surveying one of the largest tracts. These men are strangers in this vicinity, and will give no explanation of their reasons for working in the district.

RAILROAD ADOPTS PENSION SYSTEM

President of the New York Central Line Announces Approval by Directors of Project for Benefit of Men.

President W. C. Brown of the New York Central and Hudson River Railroad Company has announced that at a meeting of the board of directors of the New York Central, Lake Shore & Michigan Sather and Michigan Central companies plans for a pension system for employees of these lines were adopted. The system is to be extended without delay to the Cleveland, Cincinnati, Chicago & St. Louis railway, the Boston & Albany railroad and the other subsidiary lines forming part of the New York Central system.

Employees who have been continuously in the service 10 years immediately preceding their retirement will be entitled to pension.

Officials say the pension system to be put into effect will eventually benefit 10,000 of the line's employees and will make necessary the distribution by the New York Central of \$500,000 annually.

CLUB WOMEN AT CONVENTIONS.

NEW YORK. There has been a general exodus of club women from New York this week. Besides the large number that are attending the State Federation of Women's Clubs convention at Rochester, a number have left to attend the Massachusetts State Federation convention at Brockton, Mass., today. Another large delegation has been attending the national conference of the congress of mothers which closes today at Atlantic, N. J.

CHURCH TO KEEP ANNIVERSARY.

WEST BROOKFIELD, Mass.—The West Brookfield Methodists will celebrate the fiftieth anniversary of the dedication of their church on Friday, Saturday and Sunday with special services, in commemoration of the occasion. Supper will be served Friday evening, after which former pastors of the church will be speakers. The Rev. Charles H. Hanford of Barre, pastor when the church was built, will preach Sunday morning.

INFORMAL CABINET MEETING TODAY TO BE FIRST IN MONTHS

President, Back in Washington for Eighteen Hours, and Consults Advisers and Receives Recommendations.

OUTLINES MESSAGE

Here are some of the problems President Taft found confronting him when he reached the White House:

Annual message to Congress.

Settlement of the Ballinger-Pinchot controversy.

Selection of minister to China and ambassadors to Great Britain and France.

Appointment of associate justice of the supreme court.

Appointment of assistant secretary of commerce and labor, third assistant postmaster-general and postmaster at Washington.

Investigation of customs frauds in New York.

Reorganization of the bureau system of the navy department.

WASHINGTON—Informal meetings between President Taft and members of his cabinet at the White House constituted the bulk of the government conferences on the first day after his return from his 12,750-mile "swing-around-the-circle."

A large amount of work faces the President and his discussions of public questions were the first of the kind in months.

Mr. Taft did not waste time Wednesday night in joining Mrs. Taft. Although the new executive offices were lighted and furnished for his inspection, he did not go near them, but dashed up the steps of the White House as soon as the footman opened the door of the automobile.

The President leaves Washington this evening, about 21 hours after arriving here at the end of his 12,750-mile "swing around the circle."

The President went over to the building of the Daughters of the American Revolution at 11 o'clock and delivered a short address at the opening of the Washington convention of the laymen's missionary movement and then hurried back to work.

The White House was crowded all day with visitors. There will be no regular cabinet meeting until next Tuesday.

This evening he leaves for Middletown, Conn., to attend the installation of Dr. William A. Franklin as president of Wesleyan University.

Returning from there, President Taft will have a few days in Washington until Nov. 18, when he will go to Norfolk to attend the convention of the Atlantic Deep Water Association. After that he will settle down in the capital for the winter's work which is ahead of him, adding the final touches to his message and getting ready for Congress.

The one trouble of America today, says the report, is that too many of our youths who have graduated from the grammar or high school are misfits industrially. If we are to secure industrial supremacy, or even maintain our present standards in the industrial world, we must in some way in our educational system acquire an equivalent to our old apprenticeship system.

Organized labor's position regarding the injustices of narrow and prescribed training in selected trades, by both private instruction and the flooding of the labor market with half-trained mechanics for the purpose of exploitation is perfectly tenable and the well-founded belief in the viciousness of such practices and consequent condemnation is well-nigh unassailable.

Organized labor's record for years in regard to better sanitary conditions in factories and workshops and its continued efforts toward safeguarding women and minors have been the subject of wide discussion and much helpful legislation.

Its advocacy of free schools, free text books and the raising of compulsory school age, have been religiously adhered to, and closely allied to these subjects is that of industrial education, and any serious discussion of the proper kind of vocational training promotes discussion of the former.

There is a strong reaction coming in general methods of education, and that growing feeling, which is gaining rapidly in strength, that the human element must be recognized and cannot be disregarded as to make the future workers more automatic machines.

Experience has shown that manual training school teachers without actual practical training do not and cannot successfully solve this great problem, and that progress must necessarily be slow, as new teachers must be provided, a new set of text books will have to be written and the subjects taught in a sympathetic and systematic manner.

In the last analysis it is of greater moment to those engaged in industry whether this question should be discussed freely and fairly, than it is to mere theorists, who advocate industrial education without having any definite plan or purpose, other than a selfish one, in their advocacy of the same, and it is believed that a unification rather than a multiplication of effort is needed in order to help solve this immense problem.

RABBI HIRSCH TO LECTURE.

WORCESTER, Mass.—The first of a series of winter lectures in the South Unitarian church of this city under the direction of the Ladies Aid Society of the church will open tonight when Rabbi Emil Hirsch of Chicago will give a lecture on "The Emigrant."

NEW BUSINESS CHAMBER.

BRUSSELS—Conflicting commercial interests have caused the Anglo-American Chamber of Commerce here to dissolve.

The Americans will amalgamate with Belgians and form a new chamber.

A. F. OF L. IN REPORT ADVOCATES PUBLIC SCHOOLS OF TRADE

Believes That Future High Standard of the American Workman's Efficiency Depends on Training.

OUTLINES A COURSE

TORONTO, Ont.—Organized labor's attitude on the vital question of industrial education was set forth in a report of the convention of the American Federation of Labor today by the special committee appointed by authority of the Denver convention to investigate the subject. The committee, of which John Mitchell is chairman, held three meetings during the year in New York, Washington and Toronto.

It is believed, says the report, that the future welfare of America largely depends on the industrial training of our workers and in protecting them. The inquiries of the committee seem to indicate that if the American workman is to maintain the high standard of efficiency, the boys and girls of the country must have an opportunity to acquire educated hands and brains, such as may enable them to earn a living in a self-selected vocation, and acquire an intelligent understanding of the duties of good citizenship. We favor the establishment of schools in connection with the public school system, at which pupils between the ages of 14 and 16 may be taught the principles of the trades, not necessarily in separate buildings, but in separate schools adapted to this particular education, and by competent and trained teachers.

The course of instruction in such a school should be English mathematics, physics, chemistry, elementary mechanics and drawing, the shop instruction for particular trades, and for each trade represented, the drawing, mathematics, mechanics, physical and biological science applicable to the trade, the history of that trade, and a sound system of economics, including and emphasizing the philosophy of collective bargaining. This will serve to prepare the pupil for more advanced subjects and in addition to disclose his capacity for a specific vocation. In order to keep such schools in close touch with the trades, there should be local advisory boards, including representatives of the industries, employers and organized labor.

The committee recommends that any technical education of the workers in trade and industry be a public necessity, it should not be a private but a public function, conducted by the public and the expense involved at public cost."

The continuance of progressive development of supplemental trade education as inaugurated by trades unions is also recommended. The committee advises the continuation of its life and final report to the convention of 1910.

The one trouble of America today, says the report, is that too many of our youths who have graduated from the grammar or high school are misfits industrially. If we are to secure industrial supremacy, or even maintain our present standards in the industrial world, we must in some way in our educational system acquire an equivalent to our old apprenticeship system.

A program entitled "The State Committee's Message" will be read by Harry P. Bossom. The address will be given by the Rev. Dr. Cortland Myers, pastor of Tremont temple. The prayer and benediction will be by the Rev. Dr. A. B. Berle, pastor of the Shawmut Congregational church.

A program has been outlined for Friday, Saturday and Sunday, including morning, afternoon and evening services. The final men's meeting on Sunday will be preceded by a parade of delegates from Copley square to the meeting, in which it is expected 5000 men will participate. There will be 11 sessions. The program committee consists of Augustus R. Smith, Harry P. Bossom, Hamilton S. Comant, W. H. Brock, the Rev. L. J. Bierney, the Rev. W. J. Dixon, C. N. Bentley and John Legg.

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EMPLOYMENT LAW CHANGES MAY CUT NIGHT SCHOOL LIST

Young Foreigners Who Work in Textile Manufacturing Particularly Affected by New Ruling.

BOSTON FEELS LOSS

A large decrease in the attendance at the evening schools of large manufacturing cities in Massachusetts such as Lowell, Lawrence, Fall River, Lynn, New Bedford, Worcester and Haverhill is the cause of the important changes made in the employment laws of Massachusetts by the last Legislature.

It will affect Boston, too, but relatively to a less extent because the proportion of the foreign element in the evening schools is not so great here as in the other cities mentioned.

The employment certificate office, connected with the superintendent's department at the school committee building on Mason street, issued the largest number of certificates during the month of September of any month since the office was opened.

Relative to the changes, the third paragraph, section 17 of chapter 514, which went into effect Oct. 1, 1909, reads: "child or minor" shall mean a person under 18 years of age."

This definition of child or minor, made by the new law, refers to the employment of labor only, but it is of peculiar significance to the large body of immigrants who come to our shores who are between 18 and 21 years of age.

These immigrants, previous to the passage of the act of 1909, were required to attend the public evening schools until they became 21 years of age, otherwise their employment was forbidden. As they become acquainted with the change that has been made in the law their membership in the evening schools diminishes and it is thought that the size of public evening schools will, therefore, be considerably lessened during the present winter.

PRIZES FOR ESSAYS ON ECONOMICS ARE OFFERED BY STORE

Prof. J. Lawrence Laughlin, Chairman of Committee, to Award \$2000 for Papers on Large Questions.

TWO FOR COLLEGES

NEW YORK Prof. J. Lawrence Laughlin of the University of Chicago has brought to the attention of the students at local colleges the opportunity to write economic essays for cash prizes. Professor Laughlin is the chairman of the committee in charge of the contest. The prizes amount to \$2000 and are given by a large retail establishment of this.

Similar contests have been held for six years past and some of the essays produced have attracted widespread attention and have been published in book form. The subjects for the essays cover such important questions as a scheme for an ideal monetary system, the relation of the central government to the trusts, a central bank as a factor in a financial crisis, protectionism in this country, the effect of labor unions on international trade, the best means of raising the wages of the unskilled, and other vital economic problems.

The papers for the prizes are to be submitted before June 1, 1910. Contestants are divided into three classes as follows:

Class A—First prize, \$600; second prize, \$400.

Class B—First prize, \$300; second prize, \$200.

Class C—One prize, \$500.

Classes A and B refer particularly to college men; Class C is open to any one, whether with or without an academic training.

The members of the committee, aside from Professor Laughlin, are: Prof. J. Clark, Columbia University; Prof. Henry C. Adams, University of Michigan; Horace White, Esq., New York City; and Edwin F. Gay, Harvard University.

What Other Editors Are Saying

MAJOR TOM L. JOHNSON'S recent defeat in Cleveland is widely commented on by the press of the country. These excerpts are taken from editorials that have appeared since the contest:

CHICAGO INTER-OCEAN—Mayor Johnson's public career warrants the statement that at no stage of it has there been anything to justify his own estimate of himself or the long-continued but now demolished confidence of the majority of the people of Cleveland in his capacity to settle the street car question so that every one could ride happily ever after.

DETROIT FREE PRESS—A reasonable interpretation of Mayor Johnson's defeat is that it indicates the final rejection of the municipal ownership bait that has long been dangled before the eyes of Cleveland voters.

LOWELL COURIER-CITIZEN—Mayor Johnson of Cleveland has finally been turned down by the voters. It has seemed for some time as if that would be his fate, as his own party was evidently tiring of him. Mr. Johnson has been mayor since 1901.

PORTLAND (Me.) EXPRESS—Tom Johnson showed that he was "game" to the very last.

ST. LOUIS GLOBE-DEMOCRAT—Like

Bonaparte, Mayor Johnson remained in the game too long. He carried the Republican city of Cleveland so often, and against candidates of great influence, that he believed he had a life tenure of office.

DALLAS NEWS—The defeat of Mayor Johnson in Cleveland might be dismissed with a reminder of what happens to pitchers that go too often to the well. However, while a good many Cleveland voters had perhaps become merely weary of Mr. Johnson, the real explanation is that Mr. Johnson failed to make good with his street car policies.

TORONTO WORLD—With the traction question at an end, the Republican organization carried its candidate, but Tom L. Johnson will keep up the contest and has already intimated that he will stand again in 1911. Constancy and courage are needed these days in United States cities.

CHICAGO RECORD-HERALD—Tom L. Johnson announces that he is not through running for mayor of Cleveland. Will they never get the 3-cent fare question settled in that city?

CIVIC PROGRAM FOR CINCINNATI

CINCINNATI—The program for the convention of the American Civic Association, which meets in Cincinnati in connection with the National Municipal League Nov. 15 to 18, has just been received in Cincinnati.

After the joint meeting of the two associations Monday night, Nov. 15, they will hold separate sessions for the most part.

Tuesday the Civic Association will devote to a "Conference on City Planning." George E. Kessler, author of the plan under which the Cincinnati Park Commission is operating, will read a paper on "The Plan of Cincinnati." L. A. Ault, president of the park commission, will speak on "What Cincinnati Has Done." There will be other speakers.

TWO GIANT SLATE STONES BLASTED

ALLENTOWN, Pa.—The Highland Slate Company, at Slatedale, had a most remarkable and successful blast recently that netted the company two slate stones that measured 45,224 and 36,889 square feet, respectively. One stone is 36 feet in length, nine in width and 10 in thickness, and the other 16 feet in length, four in width and eight thick.

COURT DISSOLVES INJUNCTION—An injunction against the New York, New Haven & Hartford railroad restraining that company from tearing down buildings on land belonging to Harry Rosenberg on Southbridge street, Worcester, is dissolved by Judge Hammond of the supreme court.

SKETCH PROGRAM FOR CONFERENCE

WASHINGTON—Secretary Knox today presided over a meeting at the state department of the committee on program for the next pan-American conference which will be held in Buenos Aires July 9 next.

The members of the committee are the secretary of state, the ambassadors of Brazil and Mexico, the ministers of Costa Rica, Argentina, Peru, Chile and Cuba, and John Barrett, director of the international bureau of American republics. Assistant Secretary of State Huntington Wilson was also present. Tomorrow a tentative program will be placed before the governing board of the international bureau, which will meet at the department of state.

The singing of Archambault as the King and of Mardones as the High Priest was evident that Mr. Russell has plenty of good basses in his company. Baklanoff, Wilbur Wright's star pupil at the College park aerodrome, Mr. Humphreys wants a machine of his own, and it was discovered today, has been negotiating with Wilbur Wright to that end.

The young officer hopes to enter the lists at the international aviation meet in this country next spring with an aeroplane capable of doing 70 miles an hour. Wilbur Wright has declared that he could manufacture a biplane or two should make a triumph.

Mr. Conti controlled the opera in its two divisions of stage music and orchestral music. He made it of one piece, he balanced orchestra forces

Musical Events In Boston

Wednesday evening, at the second performance of the Boston opera season, Verdi's "Aida" was produced with the following cast: Aida, Celestina Boninsegna; Amneris, Maria Claessens; Una Sacerdotessa, Betty Freeman; Radames, Enzo Leliva; Il Re, Francis Archambault; Ammonasro, George Baklanoff; Ramfis, Jose Mardones; Un Messaggero, Ernesto Giaccone; grand corps de ballet; musical director, Arnaldo Conti; regisseur general, Delfino Menotti.

The patrons of the new opera house and those who have in charge the regulation of vehicle traffic learned on Monday night that Mr. Russell intends to begin his performances at the time advertised. Consequently, either because those who ride to the opera in carriages and automobiles started from home early or because the new traffic rules were more practicable than those at first tried, the seats in the orchestra and the chairs in the boxes were almost all filled at 8 o'clock Wednesday evening, when Mr. Conti took his place at the conductor's desk. The second performance was smoother than the first, the audience began to assume an attitude of acquaintance with their surroundings and no longer regarded the opera house and the happenings on the stage with an air of surprise. The social genius of the new gathering place began to assert itself and seemed to mark Wednesday night as the night of the opera week over which it should have especial sway.

The production of "Aida" pleased everybody. It was successful as to scenery and as to the grouping of the people on the stage, and it was satisfactorily carried through as a piece of music. On the opening night Mr. Jordan asked for the indulgent judgment of the public on the work of the company on the ground that the time for preparation has been short. If the company continues to progress as rapidly as it has progressed in the last few days, any craving of indulgence will be superfluous.

The only department where improvement lags is in that of scene shifting, and it will be no great inconvenience to audiences for a while yet to use their architectural imaginations in straightening up the wall of a temple or in making a column here and there rest on the ground instead of hang from the air. These little matters are the question of knotting a rope at the right point or of making a prop a few inches longer or shorter. The stage mechanics will soon be able to get the scenery into place at the required speed and the spectator will find nothing to mar the beauty of its illusion.

There is no reason why the leading singers should not be judged on the present merits of their performance, because the public has been told in press notices of weeks past what to expect of them, and it is quite proper to review them impartially as fast as they present themselves. Two new singers of Wednesday night whose value to the company was pretty well disclosed were Leliva and Boninsegna. There is no question that he is a fairly competent actor; but the most enthusiastic advocate of his abilities would not claim that he sings the part of Radames with any distinction.

Putting aside his performance of his first aria, "Celeste Aida," which seems placed at the beginning of the opera to give glory to the tenor whose voice is of the minute, and to be a pitfall to the tenor who is without genius for pure vocal display, Leliva was unequal to the regular dramatic demands of the part throughout. This singer will find useful work to do in the Boston Opera Company; he will make an excellent singer, for instance, of the tenor role in "Madam Butterfly." It is commendable in him to aspire to the role of Radames, but he is a long way from mastering it in the manner of a Zenatello, a Slezak or a Dalmores.

Boninsegna has too good sense of vocal style to lose her opportunity in the "Patria mia" aria of the third act. She has Italian fire for music that is tuneful and that is not over dramatic; yet she has a real dramatic soprano voice, beautiful in its low register, where it is almost a contralto; pleasing in its upper register, where it almost takes on the character of a light soprano. She has much ability as an actress but her means of expression are her tones rather than her gestures. She has a dignified bearing and at the same time she has warmth of expression. Her action, somewhat flexible in itself, is infused with dramatic purpose by means of her voice.

Madame Boninsegna, like Madame Claessens, who sang the role of Amneris, will do well in the Boston opera company. Both these women are earnest singers; when they appear in the same cast their vocal styles match well; they do not, as do so many singers who take the parts in which they appeared Wednesday night, overact Verdi's opera, or overstrain its rather straightforward dramatic motives.

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At the Railway Terminals

The Boston & Maine road is installing at the North Station power house larger dynamos and compressors.

Booth 4 in the midway at the South Station has been assigned to the reception committee of the Massachusetts Federation of Women's Clubs for their meeting today.

The New York Central lines private car 300, occupied by Vice-President and General Manager A. H. Smith, arrived in Boston on the New England Express Wednesday evening on a business trip.

The New York, New Haven & Hartford road furnished the Massachusetts Federation of Women's Clubs with a special train today for Brockton, returning leave Brockton at 4:30 p.m.

DISCUSS POLICY ON NAVY STORES

Paymaster C. S. Williams of the Boston navy yard is in New York attending a conference of general storekeepers, at which important decisions will be made in regard to the policy of this department of the various navy yards.

The conference will decide what material shall be carried at the Boston and other navy yards, and what material shall be sent to this yard for general distribution. The articles to be kept at the Boston yard for general distribution will be shipped from there when a requisition has been made and duly approved in Washington.

against stage forces, governed the details of execution in both; in short, made of his evening's work an unquestionable and a timely success.

ERNESTO GIACCONI.

The messenger in "Aida," whose work was well received on second Boston opera program.

YOLANDA MERO.

In Jordan hall, Wednesday afternoon, Miss Yolanda Mero, pianist, was heard in the Organ Concerto, D minor, of Bach-Stradal, Mendelssohn's Capriccio in F-sharp minor, Schubert's Impromptu, Chopin's Nocturne, C minor, and Scherzo, C-sharp minor, Dohnanyi's "Tolle Gesellschaft," Debussy's "Jardins sous la pluie," Rachmaninoff's Serenade, Mephisto's "Valse Intermezzo," Liszt's "Liebestraum" and Rhapsodie II.

The Bach-Stradal transcription is hardly pianistic in its nature; but while it does not altogether suit the genius of the instrument, it is well calculated to display the mastery of the player. Such was its service to Miss Yero. She established authority and breadth instantly in this long and trying number. The convincing feat performed she passed on into the more truly piano music without the least difficulty and with evident joy. Mendelssohn's Capriccio is taxing both as to speed and endurance. It was played with great fleetness and fire, which did not prevent a delicacy required for clearness and wondrous sweet.

Miss Yero's playing is both spirited and intense. It is marked by strong temperamental qualities properly controlled by insight into the musical structure which does not lose sight of the value of light and shade. The Impromptu of Schubert is a trifling Mendelssohnian in its sentimentality; nevertheless it produced a strong effect by reason of the player's singing and bell-like tone in sustained passages. But her talent is essentially brilliant rather than poetic.

The treatment of the nocturne was musically, its varying moods well portrayed. The same nocturne, by the way, is less sugary than its class. There is storm and stress; it may be of human difficulties or the rise and fall of empires. No one but Chopin knew, and perhaps he was not sure. But it is grateful to the ear accustomed—nay obliged—to hear in nocturnes caught but the plaint of some romantic youth who in the moonlight, thrums his guitar.

Some of the pieces of Miss Yero's program were frankly technical. She is the De Pachmann school, an enthusiast. She appears to love her instrument, almost to talk to and caress it. Aerobatics are not barred; but the musical content rather than the vehicle of its delivery most weighs with sincere lovers of the art. To such her playing should give great pleasure.

LIPKOWSKA APPEARS FRIDAY.

Madame Lydia Lipkowska will make her Boston appearance in "Lakme" at the Boston opera house Friday evening of this week. Later in the season she will sing in "Lucia," "Rigoletto," "Barber of Seville," "Elisir d'Amore," and "Traviata."

In the last named opera she will make her first appearance with the Metropolitan Opera Company of New York, and she will sing all her Boston repertoire in "Lakme."

On Nov. 25 she will appear at the New York in "Barber of Seville." She is adding to her repertoire "Bohemian." Madame Lipkowska three years ago was a pupil at the St. Petersburg Conservatory. Glazounoff, the director of the conservatory, insisted on her making her debut. She was successful, and at the age of 19 she found herself to her surprise engaged to sing the part of Gilda at the Imperial theater. She is now 22 years of age.

Last April she went to Paris with the singers whom Gabriel Astruc called from Russia to give a season of opera at the Chatelet theater. There she first appeared in "Pskovitai," an opera of Rimsky-Korsakoff's very popular with the Russians. Madame Lipkowska is under contract to go to Paris next spring after the Boston and New York seasons close and she will go from Paris to the Monte Carlo Opera.

Last June after the regular season at the Opera Comique in Paris was ended, she gave a number of special performances of "Traviata" and "Lakme" and won extraordinary applause. Albert Carré, the director of the Opera Comique, gave her permission to sing in Italian while the artists assisting her sang in French. This unusual permission was granted for reasons of convenience rather than of necessity; for Mme. Lipkowska sings in both French and Italian. She will sing "Lakme" here in French, "Traviata" in Italian. In the "Barber" she will undertake for the music lesson scene a song in English.

There is a story that when Mme. Sembrich last sang in St. Petersburg and heard that Mme. Lipkowska was going to America, she called the young singer to her and said:

"The best recollections of my career are in my American experiences. Go, my dear; you will find success there, I bless you."

PENSION FUND CONCERT.

Teh public sale of tickets for the pension fund concert of the Symphony Orchestra which will be given in Symphony hall on Sunday evening, Nov. 21, opens at the box office of Symphony hall tomorrow morning. The orchestra will be assisted at this concert by Madame Olga Samaroff, pianist, and Prof. Willy Hess, violinist.

PLAYHOUSE NEWS

CHICAGO OPENINGS.

Nov. 14—William H. Crane opens a week's engagement at the Illinois, in George Ade's "Father and the Boys."

Nov. 14—"Beverly," a dramatization of George Barr McCutcheon's novel of the same name, will begin an engagement at the Crown.

Nov. 15—"The Commanding Officer," a military drama by Theodore Burt Sayre, begins an engagement at the Studbaker.

EMERGENCY BONDS TO BE NOTES FOR A THOUSAND DOLLARS

New 3 Per Cents Are Not for Immediate Use, but Will Be Available in Case of Money Stringency.

DESIGN IS ADOPTED

WASHINGTON—Secretary Franklin MacVeach has decided upon the design and character of the 3 per cent emergency certificates of indebtedness, which are limited to one year.

They are not to be issued in the immediate future, but when the necessity arises they will be in the form of United States bonds in denominations of \$1000 each.

When first proposed after the money stringency of 1907, they were designed to be issued in denominations as low as \$20 and \$50, to attract the investment of those who keep their money outside the banks.

Secretary MacVeach points out that in such form they would be likely to increase a stringency rather than diminish it, as people would withdraw money from the banks and put it into certificates which would be as good as government bonds.

It was therefore decided to make them purely a matter of convenience for the banks, upon which they could secure additional circulation for temporary use. An important reason for this was that it was deemed bad policy to offer to the public as an investment a government security which had only one year to run, thus necessitating withdrawal and re-investment at the end of the period.

Secretary MacVeach, in an interview, states that he does not propose to take up the establishment of a central bank of issue in the annual report of the treasury department, certainly not in any direct way.

He admitted in response to inquiries that it was true that the treasury department was standing back of Collector Loeb in the latter's administration of the port of New York, and that the collector, the district attorney there, and the treasurer were working in harmony in handling the matters which had come up in the custom house. All had a single end in view, the eradication and prevention of evils.

SENATOR FAVORS ST. PAUL CHANNEL

T. E. Burton of Waterway Commission Considers Project to Give Mississippi New Bed a Good One.

ST. PAUL, Minn.—Senator Theodore E. Burton, head of the waterway commission, approves St. Paul's project to lift the Mississippi river to a new bed and improve the head of navigation at this point by the construction of a new channel, creation of new levees and building of extensive harbor works which will make St. Paul one of the finest ports on the river.

The federal authorities will have to consent to changes of harbor line and the removal of a small island which stands in the way of the new channel. This island was created by the government's existing improvements at St. Paul, and should in the opinion of the city harbor commission be removed by the government. The cost of the entire work is estimated at something more than \$2,000,000. The plans have been changed in favor of a more gradual bend through the proposed new channel across low lands on the south side of the river opposite the main business district of the city.

NOTED ASPIRANT FOR CIVIC HONOR

Miss Sarah Sullivan Perkins of 18 Autumn street, socialist candidate for the school committee in the place now occupied by David A. Ellis, is a Bostonian by birth, being the granddaughter of the founder of the Perkins Institute in South Boston and a descendant of Richard Russell, one of the most conspicuous of the early settlers of Charlestown.

Public activities have long taken up much of Miss Perkins' time and interest. She was the founder of the City History Club and its secretary for many years. For six years she was secretary of the Massachusetts Society of Colonial Dames and has been active in various philanthropies.

The other candidates are David A. Ellis and Mrs. Julia E. Duff of Charlestown, a former member of the committee.

GENERAL BINGHAM STIRS UP VOTERS

"If the voters want good government and do not get it, it is because decent citizens have not voted in sufficient numbers," declared Gen. Theodore A. Bingham, former police commissioner of New York city, at the meeting of the Unitarian Club at the Hotel Vendome Wednesday evening.

General Bingham said that in order to combat corrupt political practices the best people of the city must organize vigorous campaigns, open headquarters, and arouse the delinquent voters to their duty.

HARVARD TO FORM AN AERO SOCIETY

Charter Members to Organize Today When Plans for Lecturer and Exhibition Will Be Outlined.

A Harvard Aeronautical Society will be organized at a meeting of charter members this evening in the Harvard Union. Officers will be elected and the aims of the club fully outlined.

The society purposes to give two distinct series of lectures; one on popular subjects, the other dealing with the technical side of aerial navigation. Opportunity for practical experiments will also be furnished. Groups of men will be enabled to work under the supervision of the astronomical and engineering faculties, and it is expected that gliding exhibitions will be undertaken on the athletic field.

About Nov. 29 a motion-picture exhibit of aeroplane flights will be given by the society.

Meanwhile the society will endeavor to secure room in a yard dormitory for a library where aeronautical books and pictures can be inspected and models of machines examined.

TIMBER OF FAMOUS SLOOP ENTERPRISE FOR MAINE SOCIETY

PORLTAND, Me.—J. F. Nadeau, who lives on the Fort farm at Crown Point, N. Y., has sent to the Maine Historical Society for its cabinet a knee or timber from what is thought to be Arnold's sloop Enterprise which was sunk in Lake Champlain during the revolutionary war. The bottom of this vessel was raised from the lake this year.

The Enterprise is said to have been captured by Benedict Arnold from the British in May, 1775. She carried 12 four-pounders and 50 men, and was 72 feet long. This vessel was discovered by Mr. Nadeau's son fanning an anchor in it from his sailboat. In searching for the anchor the ribs of the vessel were discovered sticking from the sand in the bottom of the lake. Steps were then taken to raise the remains of the vessel, and it lies on the grass land near the old fort at Crown Point. In the bottom of the vessel two cannon balls were found, one of which was used to make an inkstand for President Taft.

In 1776 General Arnold constructed a fleet on Lake Champlain to oppose the advance of the British, but he was overpowered by their fleet in October. This vessel is thought to have been one of the vessels destroyed at that time, and it has been at the bottom of the lake over 130 years.

Ticonderoga, a few miles above on the lake, a heavier timbered vessel called the Revenge has been raised and has been put on a stone and cement foundation for exhibition.

URGING NEW YORK SCHOOL CHANGES

Council of Local Boards Submits Proposals for Improvement to Charter Revision Commission.

NEW YORK—Proposals for a series of sweeping changes in the school administration of New York city have been submitted to the charter revision commission by the council of local school boards, each board supervising one of the city's 46 school districts. The council advocates a complete reorganization of the local school system and the appointment of an official head to serve without pay for five years, the appointment to be made by the mayor.

Home rule and direct representation in school matters constitute the body of the recommendations. The council also proposes that the board of education be made a regular city department.

The appointment of four women to the board of education during the last week created quite a stir in educational circles. This is the first time since the days of Mayor Strong that women have been on that body.

MR. MORGAN PAYS HONOR TO SCHOOL

J. Pierpont Morgan sent a check for \$100 to the Old Schoolboys Association of Boston toward the expenses of the annual dinner to be held in Youngs Hotel Nov. 17. Mr. Morgan was graduated from the English high school in Boston. His maternal grandfather, the Rev. John Pierpont, formerly of the old-time Hollis street church, was an old Boston schoolboy.

BRIDGE HEARING OFF TILL LATER

MANCHESTER, Mass.—The hearing relating to the making of a complete change in the Boston & Maine railroad bridge to Manchester arm scheduled to be held in the town hall here Nov. 17 before an army engineer officer, has been postponed until Nov. 26. The request was granted because certain interests could not be present on the former date.

WATER POWER RUNS GREATEST ELECTRIC CAR ROAD OF MAINE

Great Turbines of Plants at Winslow Generate Enormous Total Amount of 4000 Horsepower.

USES GREAT DAM

WINSLOW, Me.—Maine is realizing more and more every day that power makes power. The great plant of the Lewiston, Augusta and Waterville street railway here is an exemplification of the fact, for two sets of 42-inch turbine wheels run by water furnish the electricity to run the entire system, the most extensive trolley line in the state.

About Nov. 29 a motion-picture exhibit of aeroplane flights will be given by the society.

Meanwhile the society will endeavor to secure room in a yard dormitory for a library where aeronautical books and pictures can be inspected and models of machines examined.

Secretary MacVeach points out that in such form they would be likely to increase a stringency rather than diminish it, as people would withdraw money from the banks and put it into certificates which would be as good as government bonds.

It was therefore decided to make them purely a matter of convenience for the banks, upon which they could secure additional circulation for temporary use. An important reason for this was that it was deemed bad policy to offer to the public as an investment a government security which had only one year to run, thus necessitating withdrawal and re-investment at the end of the period.

Secretary MacVeach, in an interview, states that he does not propose to take up the establishment of a central bank of issue in the annual report of the treasury department, certainly not in any direct way.

He admitted in response to inquiries that it was true that the treasury department was standing back of Collector Loeb in the latter's administration of the port of New York, and that the collector, the district attorney there, and the treasurer were working in harmony in handling the matters which had come up in the custom house. All had a single end in view, the eradication and prevention of evils.

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BUYS UP INDIANA PHONE INTEREST

Deal Carried Through by Toledo, O., Man and Associates Is Said to Involve \$10,000,000.

INDIANAPOLIS—James S. Brailey, Jr., of Toledo, O., Wednesday acknowledged that he had bought a controlling interest in the new long-distance telephone company of Indiana, but he would not say with whom he was associated.

Mr. Brailey, it is understood, has bought 75 per cent of the stock of the company at 60 cents on the dollar and the purchase price has been paid. He denied that he represented the Bell interests.

"Then do you represent the Postal Telegraph Company?" he was asked.

"That is a matter of which I will not speak," he answered.

Among business men who have been concerned in the development of independent telephone lines it is said that purchases of the stock of different companies in Indiana and Ohio by Brailey and his associates will reach \$10,000,000.

MONUMENT PARTY LEAVES CAPITAL

WASHINGTON—Governor Draper of Massachusetts, Mrs. Draper and a party of about 75 officials and others, left over the Southern Railway late Wednesday evening for Baton Rouge, La., where a monument to the Massachusetts soldiers will be unveiled.

The party will spend half a day in Mobile, Ala., and will spend next Sunday in New Orleans, where an elaborate entertainment has been provided. Governor Sanders of Louisiana has invited Governor and Mrs. Draper to his guests at the gubernatorial mansion in Baton Rouge.

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BRIDGE HEARING OFF TILL LATER

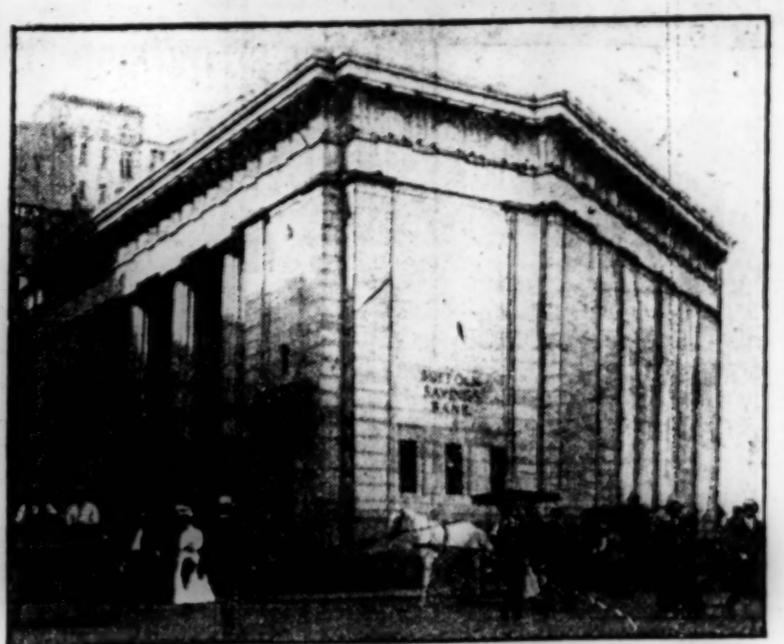
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SCHOOL BOARD TO FILL VACANCY

The Cambridge aldermen will hold a convention with the school committee on Nov. 23 for the purpose of electing a successor to Jeremiah F. Downey, recently appointed superintendent of public buildings.

Suffolk Savings Bank

BOSTON'S MODERN BANKS—X.



DOWNTOWN BOSTON BANKING HOUSE.

This massive structure at the corner of Pemberton square and Tremont street is occupied by the "Suffolk Savings Bank for Seamen and Others."

TESTING OF WATER COLUMNS FOR ROAD USES IS UNDER WAY

American Maintenance of Way Association Conducts Experiments on Friction in Water Pipes.

COMPARE VOLUMES

URBANA, Ill.—The experiment station of the University of Illinois is conducting two commercial tests, both for the American Maintenance of Way Association. One is on draw bar pull and knuckle strength, and the other is the testing of water columns. The second is receiving the most attention because no similar test on such an extensive scale has hitherto been attempted. The problem is not merely theoretical. The American Maintenance of Way Association will from time to time note the progress being made.

Few people realize the loss in energy that results from friction in water pipes, turns and elbows, and the amount that the flow of water is retarded from these causes. The question of why railroads use these water columns in preference to feeding their engine tanks directly from the water tank naturally arises. In the present tests pipes from six different manufacturers are being used, the average size pipe used being 10 inches in diameter. These pipes are being tested for discharges ranging from 1000 to 4000 gallons per minute, which requires a head of about 45 feet. The experiment has been running about two weeks, and at the present rate of testing it will require another week to complete it.

Many factors are always likely to cause errors in such experiments. The most extreme care is being used to eliminate these, and simultaneous readings of volume, discharged, pressure and water hammer, are being taken. Also, the water hammer readings a special apparatus is being used from which cards, similar to the indicator cards from a steam engine, are obtained. The walls are lined with autograph documents and letters of great men which are replete with interest. There is also a valuable collection of coins from all parts of the world. There are some Arabic coins which show that the numbers which are called "Arabics" are really European adaptations which the natives have readopted.

Instruments which show the beginning of mathematical computation are not lacking, as some of the first varieties of scales from India and some early European measuring rods testify. Old iron compasses and sun dials were also valuable assets in the early days and of prime importance to commerce and its kindred arts, as one sees clearly from an inspection of the museum. The last piece in the exhibition is a metric system model of 1872, struck when Germany in adopting the metric system made a vast step in commercial progress.

The museum is the private property of Prof. David E. Smith, who was one of the leaders in the recent movement to make mathematics as interesting from the educational standpoint as the more lively literature, history and laboratory work.

MISSOURI POETS AFTER BIG PRIZE

Governor Hadley's Offer for a Suitable State Song Brought an Avalanche of Letters Bespeaking Favor.

JEFFERSON CITY, Mo.—Governor Hadley is in trouble over the matter of awarding a cash prize of \$1000 for a suitable song for Missouri.

He selected a special committee composed of D. R. Francis, Henry N. Cary and Capt. Henry King of St. Louis and Walter S. Dickey and Hal Gaylord of Kansas City to dispose of this contest and award the prize.

Since then the Governor has been flooded with letters from song writers, professional and amateur, all eager to secure the prize. The daily number of letters increases and in spite of the fact that the prize is to be awarded by a special committee, the Governor himself is appealed to. The Governor now has nearly a mail sack full of communications on this subject, and even other state officials are being importuned by contestants to intervene in their behalf.

NEW CANADIAN LINE TO ORIENT

VICTORIA, B. C.—Subject to ratification of its contract with the British Columbia government to complete a transcontinental line to the Pacific coast, the Canadian Northern Railway Company has announced that the Transpacific and Australian steamship service would be started from a new seaport to be established at the mouth of the Columbia river, near the town of Nanaimo, on the west coast of Vancouver island. Four steamers will run to Hongkong and four to Australia.

As soon as it is ready for the firing tests it will be taken on a lighter to the Indian Head proving grounds, where its exact qualities will be determined.

Because of the prospective subway over the Williamsburg bridge the structure will have to be strengthened by two extra towers beneath the land span at each end. The cost will be about \$500,000.

BIGGEST NAVY GUN TO BE TRIED SOON

WASHINGTON—The largest and most powerful gun ever built for the United States navy has arrived at the Washington navy yard. It is a 14-inch rifle, 33 feet long, and discharges a shell weighing 1400 pounds. Its range will be at least 14 miles, and at that distance it is believed the shell will pierce an 11-inch belt of Krupp steel or the armor of the heaviest battleship. Each discharge will cost about \$500. The gun weighs 63 tons.

As soon as it is ready for the firing tests it will be taken on a lighter to the Indian Head proving grounds, where its exact qualities will be determined.

Thousands throng the Old Art Museum Every One Astonished!

TWO HUNDRED EXHIBITS Wonderful Models of Boston, New York, Philadelphia, etc. Marvelous Talking Arc Light.

Winner of the World's Fair Prize.

\$4000 paid for this attraction.

Italian Performing Marionettes.

In real plays 6 times daily. Concerts by Boston "1915" Women's Orchestra.

Edna Frances Simmons, Leader.

MOVING PICTURES

Lectures this afternoon by Rev. B.

F. McDaniels

Monorail Line, With Speed of 100 Miles an Hour, Will Be Established Near New York Next Season

FIRST ROAD OF KIND NOVELTY, PRESENT IS COMMERCIAL PLAN

NEW YORK—In these days of rapid transit agitation any project which promises to solve the traction problem is heartily welcomed by New Yorkers. The construction of a practical monorail line, for which great things are claimed, therefore, is of real interest.

Such a road has been begun, and by next June a stretch between Bartow station on the Harlem river division of the New York, New Haven & Hartford railroad and City Island, a distance of three miles, will have been completed and opened to traffic. The enterprise is a commercial one, but also has for its object the exposition of the merits of the monorail electric system.

The backers of this scheme claim speed, economy, comfort and safety for their invention, to a degree which entirely eclipses all other methods of transit. They hope not only to extend the present road to Mt. Vernon, after its usefulness and possibilities have been proven, but to install the system elsewhere. They have in view an elevated monorail railway between Newark, N. J., and Jersey City. Negotiations for a franchise are being carried on. They intend to run this road through to connect with the Hudson river tunnels, and even claim the feasibility of running their cars from Newark through the tubes into the heart of Manhattan. The mere rumors of such plans naturally create a lively interest on the part of New Yorkers as to what and why the monorail system is.

The first discovery and application of the monorail principle was made as much as 20 years ago by E. Moody Boynton of Newark, Mass. His apparatus, or apparatus of similar construction, has been used in all subsequent attempts at monorail construction in this country.

The first road built was installed as a novelty at Coney Island, and proved very successful, although operated only for a short time. In 1892 an elaborate plan for the construction of a road on Long Island was evolved by Mr. Boynton and Frederick W. Dunton of New York. It was built in the neighborhood of Belleport, but was never continued, although apparently a success, because of opposition on the part of the Long Island railroad. These early roads were operated by steam.

Jay Gould, who at this time controlled the elevated railway interests in New York, became interested in the device, and proposed installing it on his lines, but no steps in this direction were ever taken. A monorail road was operated at Windsor Hills, near Baltimore, for some time, and one was run at the Jamestown exposition. All these attempts were said to be successful, but for one reason or another the system was never developed.

The present or fifth attempt to introduce the system to the public was undertaken by the Monorail Construction Company of this city. The company purchased the Bartow-City Island horse car line from the Interborough after considerable opposition from the latter and the public service commission. The Interborough now holds some of the Monorail stock, but the officials of the latter say it does not own a controlling interest.

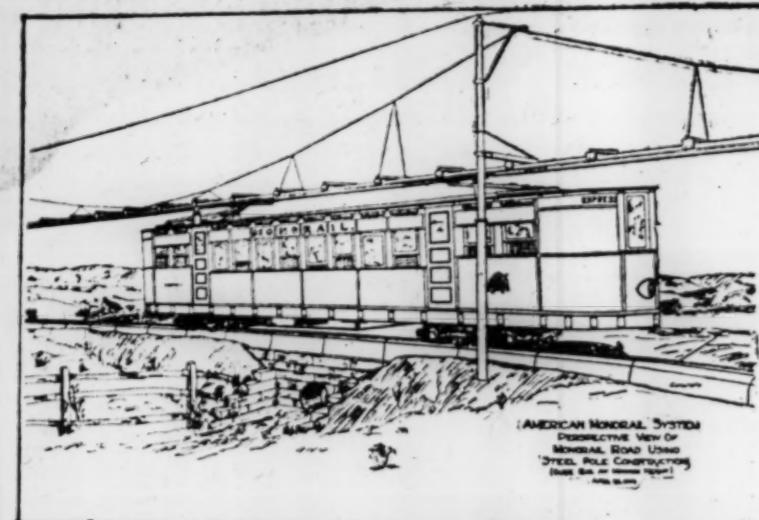
Bion L. Burrows, president of the Monorail company, speaking of the plans for the Bartow-City Island line, today said that the car as shown in the accompanying cut would be able to carry passengers at the rate of 100 miles an hour over one portion of the road, a 1½-mile straightaway in Pelham parkway. He said this speed could be maintained with perfect safety, as the swinging and jarring of the ordinary car are eliminated in the monorail. The ordinary car is subject to what is called horizontal concussion, which tends to make it leave the track, while the motion of the monorail car is vertical, insuring stability.

The electric motors which run the monorail car are eight in number, there being two on each of the four tandem wheels. They are contained in the wheels and revolve with them. The current used is not so strong as that required for the ordinary trolley car. About 550 volts will be used. The wheels have flanges on both sides to keep the track. There are two guide rails to help the car maintain its equipoise. The overhead device is illustrated clearly in the picture. Three cars will be used on the route, which will be ample to maintain the schedule because of their high speed.

Mr. Burrows is confident that the system is the one best suited to all kinds of city traffic, subway or elevated. He holds that an elevated structure composed of one series of poles would suffice for a monorail road. Four tracks would therefore be possible in one street. Contrary to the popular sentiment, he is more hopeful of the future of the elevated than the subway as a means of transit.

The Monorail company holds all the monorail rights in this country, and it has an agreement with Louis Brennan, who is experimenting on a monorail system of his own in England. Mr. Brennan uses no support for his cars beyond the single rail, the equilibrium being sustained by the use of a gyroscope or revolving top.

In Germany there is one monorail



SKETCH OF BARTOW-CITY ISLAND MONORAIL. Electric system being built by the New York, New Haven & Hartford company expected to be running by next June.

REAL ESTATE NEWS

Two more important sales of Back Bay property have been recorded, one of which affects the stone house at 115 Commonwealth avenue owned by Isabella M. Weld, who sells to Ethel Reed Morris, wife of Everett Morris. The residence is a four-story basement one and there are 3480 square feet of land in the lot, the whole taxed on a valuation of \$65,000, of which amount \$36,500 is on the land. The broker for the grantor was R. Elmer Townsend of the Shawmut Bank building.

The other estate in this district to change hands is that at 273 Beacon street, which passes to the ownership of Margaret Homer Davis, wife of Charles Davis, Jr. The purchaser intends to occupy the four-story brick house after thoroughly renovating and improving it. There is a lot containing 2800 square feet of land, taxed on \$16,800. The total rating is \$35,000, but the consideration paid is said to have been above this figure.

It is expected that within the next few days announcements will come of other changes in this section of the city. One parcel, in particular, in Boylston street, is booked to be replaced by a beautiful hotel, according to rumor. It has been known for some time that negotiations were under way for the sale of the property in question, but nothing of a definite nature has transpired until early this week, when agreement papers were signed for the total transferring of the property, pending the clearing of the title. It is said that the total amount involves more than \$750,000, including the proposed new building.

CHANGE IN THE SOUTH END.

Frederick C. Bowditch, et al., trustees, have taken title from Helen F. Jacob to a property on Dover street, running through to Hingham street, South End. Included in the sale is a large four-story brick structure containing a store on the lower floor, with apartments above. Hyde Park, now a resident of Hyde Park, will make it his home.

PLAN CONVENTION IN BEHALF OF INDUSTRIAL EDUCATION

NEW YORK—The third annual convention of the National Society for the Promotion of Industrial Education will be held in Milwaukee on Dec. 2, 3 and 4. The topics for discussion at this year's convention will be as follows: "The Economic Value of Industrial Education," "Trade Schools, State Legislation in Regard to Industrial Education," "Evening and Corporation Schools," "Intermediate Industrial Schools" and "Industrial Education at Home and Abroad."

Speakers who will address the meetings are Dr. Alexander C. Humphreys, Dr. Charles Van Hise, Dr. George Martin, Frederick W. Sivyer, C. N. Perry, L. Gustafson, J. Golden, A. D. Dean, G. P. Carman, L. J. Shearer, L. Rouillion.

ARMY HOPES TO COMMUNICATE WITH BALLOONS BY WIRELESS

WASHINGTON—The signal corps of the army has made a set of wireless instruments weighing less than 75 pounds for use in the coming experiments to prove the practicability of communication between land stations and aeroplanes and dirigible balloons. The sparks of the new instruments are enclosed in mica to prevent the ignition of the gas in the balloon. The instruments will be capable of sending over a distance of about 30 miles.

Military experts believe that there is little chance of communicating between an aeroplane and a land wireless station because the receiving instrument on the aeroplane will be interfered with by the noise of the engine. With the dirigible balloon, however, they probably will be able to send and to receive wireless messages from the car of the balloon.

Last year wireless messages were re-

ceived by a spherical drifting balloon from the Washington navy yard while the balloon was making a flight.

Novelties from Russia

At Greatly Reduced Prices
An Unusual Collection of

DRAWN LINENS.

Consisting of One Series of

Dollies, etc. Also Laces and Embroideries. Small pieces as low

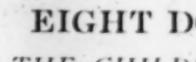
as 50 cents each.

Hand Hammered Brasses

There is no gift that will be more appreciated than a piece of Hand Hammered Brass. Our stock of

Odd Designs and Shapes

Is worthy of your inspection.



EIGHT DOLLS for \$1.00

THE CHILDREN'S DELIGHT!

Eight handsomely painted Dolls are contained in the Nested Doll—the doll children never tire of.

Send on receipt of \$1.00

Attractive and Low-Priced Toys in Profusion. Antique Jewelry, Hand-Wrought Copper, Bronzes and Silverware. Unique Gifts of Every Description.

Russian Importing Co., 429 Boylston St.

LAUD AMERICAN SCHOOL SYSTEM

New York Educator Points Out How They Escape Old World Inculcation of Ideas of Snobbery and Caste.

NEW YORK—Clarence D. Kingsley, chairman of the High School Teachers Association of this city, contributes an article to the official bulletin of the association, in which he says:

"In Germany the parent chooses a school for his son. This choice does not depend on the boy's mental taste or capacity. It depends upon the parent's ability to pay for a short or extended schooling. Hence the tendency is to have an education of the classes for the classes. This exaggerates class consciousness. With us the elementary school keeps the children of rich and poor, native and foreign born, in intimate association.

"If we have cosmopolitan high schools we can prolong this typically American education, of those preparing for different callings, through the period of adolescence, when the conflict between snobbery and fraternity is keenest. Thus, the cosmopolitan high school trains the youth to genuine respect for all respectable callings."

LONG DISUSED SWAMP LANDS BRING RICHES TO MINNESOTA

WASHINGTON—That Minnesota will within the next half century receive \$250,000,000 in the form of royalties paid on the mineral deposits in state lands is the confident assertion of George W. Simpson, attorney general of that state.

When it was discovered that great mineral deposits, chiefly of iron ore, underlay the swamplands previously considered almost valueless, the state adopted the farseeing policy of collecting a royalty from those permitted to work the mines, and by legislative enactment provided that the principal should be in

vested and only the income appropriated for current needs.

Thus far, according to Mr. Simpson, the annual income thus derived amounts to \$700,000, and if the present rate of interest, four per cent, can be obtained on the entire amount of the royalties in sight, the state will ultimately enjoy an annual income of \$10,000,000, which will go far to avert the necessity of taxation for school and other state needs.

Mr. Simpson explains that this income is now utilized to support the schools, each of which receives a share, according to the character of the education afforded and the number of pupils enrolled.

SHIP SUBSIDY BILL TO BE PRESENTED

WASHINGTON—It is thoroughly understood among influential men in Congress that the ways are greased for the passage of a ship subsidy bill at the coming session of Congress.

The preliminary work was done at the last session, and a quiet canvass of both houses indicated prospective success.

President Taft will not only recommend such a bill, but will urge it and work for it. His visit to the Pacific coast, where he saw American vessels at a disadvantage with the Japanese, owing to Japan's subsidy, gave him a vivid object lesson.

PROVIDENCE. R. L. Elmer Elsworth Brown, United States commissioner of education, Wednesday visited the classical and English high schools and made short addresses at each. At the English high school, Mr. Brown said in part:

"The education you receive in these schools should be used to up-build the happiness in your homes. Do not think your education is to be forgotten outside the school rooms. We find a great

controversy between the friends of a general system of culture and those favoring some specialized course. We need breadth, but that breadth should have a sharp edge and a point."

At the Classical high school he said in part:

"A boy will have a lot of difficulty in selecting a college to attend after graduation from a high school. You should look well into the catalog and choose the institution which offers a real education, one that you can always be proud of and can always make use of. Service for the world and for your fellow men should be your ideal."

AUSTRALIAN COAL STRIKE SPREADS

SYDNEY—The strike of the Australian coal miners continues to spread, and today the country is nearing a coal shortage. Four other collieries are idle, and 12 other big mines are expected to join the strike today. Coal is quoted at \$13 a ton, as against \$7 a week ago, and many big factories have been compelled to shut down. So far there has been no disorder.

Several ships laden with coal are en route here from Japan.

Interest Your Friends!

FOR the convenience of those wishing to send the Thanksgiving special number of The Christian Science Monitor to their friends the following blank is printed. Filled out with fifteen names and addresses anywhere in United States, Canada or Mexico, and enclosed with one dollar to The Monitor office, it will receive prompt attention and the papers will be forwarded to destinations without further trouble to the sender. For addresses in other countries add nine cents each for postage. Orders for papers to be mailed to lists of names will be received until Nov. 15.

Name

Address

List sent by

A letter to your friends saying that you are sending them a copy of the Thanksgiving edition may make a regular subscriber of them.

SHIPPING NEWS

Notice has been given that about Nov. 1 Cross Rip light-*vesel* No. 5, Nantucket sound, will be withdrawn for the installation of a compressed-air fog-signal, and the station will be temporarily marked by relief light-*vesel* No. 9. It will show a light having the same characteristic as that of light-*vesel* No. 5, but the fog-signal will be an 8-inch compressed-air whistle, sounding blasts of 2 seconds' duration, with silent intervals of 18 seconds. Light-*vesel* No. 5 will be replaced on her station about Jan. 5, 1910. No change will be made in the general appearance of light-*vesel* No. 5.

Hen and Chickens light-*vesel* No. 86, Vineyard sound, will be replaced on her station Nov. 12, and relief light-*vesel* No. 9 will then be withdrawn.

The next steamer from St. John, Eastport and Lubec, the Governor Cobb, is due here today. Commencing on that day the Eastern Steamship Company will run only two steamers a week on the St. John division for the winter season. The vessels will arrive in Boston on Sundays and Thursdays, Sunday arrivals coming from St. John direct.

Wednesday's arrivals at T wharf: Julieta 3800 pounds, Mary C. Santos 16,000, Benjamin F. Phillips 55,000, Fannie Belle Atwood 28,500, Washakie 12,600, Louis R. Sylvia 34,000, Hope 8500, Olympia 16,000, Maxwell 5900, Diana 6000.

T dwarf dealers' prices per hundred-weight Wednesday: Haddock \$5.25@5.75, large cod \$5.25@5.75, small cod \$4.25@5.75, large hake \$2.35@2.50, small hake \$1.25@1.50, pollock \$1.40@1.50.

The Leyland line steamship Iberian was obliged to anchor in the harbor, upon her arrival Wednesday morning from Manchester, because no available berth could be located. At present the steamship berths are badly congested, due to the large number of foreign steamers that arrived during the past week. The steamer brought a cargo of 1000 tons of machinery, cotton, wool, paper stock and general freight.

PORT OF BOSTON.

Arrived Today.

Str Lazio (Ital), Tacomo, Genoa Oct 23, Palermo 26, Naples 28 to Charles V Dasey; Ivernia (Br), Potter, Liverpool Nov 2, and Queenstown 3, with muse and passengers to Cunard SS Co; Chr Knudsen (Nor), Olsen, Louisburg, C B with 6500 tons of coal, for J E Harlow, docked at Everett; Onondaga, Goings, Jacksonville and Charleston, S C, with mds to Clyde S 8 Co, arr 10; Camden Brown, Bangor, Me; Bay State, Linscott, Portland, Me; City of Gloucester, Linniken, Gloucester; Boston (Br), Yarmouth; Bunker Hill, New York, mds to N E Nav Co.

Tugs North America, towing barges Rondout; from Weehawken, and Hawthorne (or Marion), from Edgewater; International, Minford, Philadelphia, towing barges Hammond (for Lynn), Molino and Buck Ridge; Scranton, Pierce, Hoboken, towing barges Chehaw and Tunkhannock; Honey Brook, Durkee, Port Johnson, with barges C RR of N J Nos 5, 11 and 12.

Sailed.

Tug Plymouth, Port Johnson, towing barges C RR of N J Nos 8, 10 and 15.

Str Chippewa, Charleston, S C, Brunswick and Jacksonville, 10th.

WIRELESS REPORTS.

Str St Louis, Southampton and Clerburg for New York, 1190 miles east of Ambrose channel lightship 6:15 p m Wednesday, due at her pier about noon Saturday.

Str Cymric, Liverpool and Queenstown for Boston, 120 miles southeast of Sable island, 5:50 a m Wednesday.

Str Iroquois, Jacksonville and Charleston, S C, for New York, 252 miles south of Sandy Hook 8 p m Wednesday.

Str City of Savannah, Savannah for New York, 50 miles south of Hatteras 8 p m Wednesday.

Str City of Memphis, Savannah for Boston, 210 miles north of Hatteras 8 p m Wednesday.

Str city of Macom, Boston for Savannah, off Delaware breakwater 7 p m Wednesday.

Str Mexico, Havana for New York, 22 miles north of Jupiter 8 a m Wednesday.

Str Brazos, Galveston for New York, passed Cape Lookout 6:25 p m Wednesday.

Str Mohawk, New York for Jacksonville, passed Hatteras 12:30 p m Wednesday.

Str City of Atlanta, New York for Savannah, 18m s Hatteras 8 p m Wednesday.

Str San Marcos, Galveston for New York, 15m n Hatteras 8 p m Wednesday.

Str Altai, Santa Marta etc, for New York, 82m s Sandy Hook 9 a.m. Tuesday.

Str Alliance, Cristobal for New York, 14m s Cape May 8 p m Wednesday.

Str Capt A F Lucas, New York for New Orleans, 20 m from South Pass 8 a.m. Tuesday.

Str Prince Joachim, New York for Kingston etc, about 240 miles from Kingston 8 p m Wednesday.

Str Merida, New York for Vera Cruz, 110m e Progreso 8 p m Wednesday.

Str Ancon, Cristobal, Colon for New York, 75m n Cape May 8 p m Wednesday.

Str Advance, New York for Cristobal, 313m s Sandy Hook 8 p m Wednesday.

Str Prinz August Wilhelm, Colon for New York, 85m n Colon 8 p m Tuesday.

Str Ligonier, Beverly for Port Arthur, 150m w Key West 8 p m Tuesday.

New York Arrivals.

Strs President Grant, Hamburg, Bonn and Southampton; Atro, Southamption via Barbados, Port Spain, Colon and Kingston; Casel, Bremen; Manuel Cava, Mediterranean ports; Old Colony, Boston; Florizel, St Johns, N F, and Halifax, N S.

MOVEMENTS OF VESSELS.

HULL—Passed out, str Chas F. Mayer for Baltimore, towing barge No. 17. Anchored in Nantasket Roads, one loaded and eight light barges.

Passed up sound, tug Tacony, towing barges Malvern, Portland, and Devon, Salem, for South Amboy.

HIGHLAND LIGHT—Passed in, str Hydas (Br) Henry, Rosario, Buenos Aires, Montevideo and Para.

CAPE HENRY, Nov 10—Passed in, str Annie, New York for Fernandina.

CHATTHAM, Nov 11—Passed south, tug Plymouth, towing barges C RR of N J Nos 8, 10 and 15, Boston for Port Johnson.

DELAWARE BREAKWATER, Nov 10—Arr str Craighall, Samarang, etc, and sailed for New York; tug Monocacy, towing barges, from Philadelphia for the east; Watuppa, with barges, Philadelphia for do.

Passed up, 10, str Feleiana, Fowey, for Philadelphia.

Passed out, 10, str Florida, towing barge Magnolia, for Bayonne.

GALVESTON, Nov 10—Sld str Concho, New York; arr, 10, strs Meridian, Liverpool via Kingston, etc; El Cid, New York; sch Eleanor F Bartram, Pinkham, Philadelphia.

MESSINA, Nov 6, Sld, str Citta di Messina, New York.

MONTRÉAL, Nov 10—Arrd, str Manchester Importer, Manchester; clrd, 10, strs Victorian, Liverpool; Lakonia, Glasgow.

NAPLES, Nov 6—Sld, str Sannio, New York.

PALEMON, Nov 10—Sld, str Oceana, from Patras, New York.

QUEENSTOWN, Nov 10—Arrd, str Saxonia, Boston for Liverpool, and proceeded.

SANTOS, Nov 9—Cld, str Portreath, New York, cargo 41,000 bags coffee.

VINEYARD HAVEN, Nov 11—Sld, str Neponset, towing barge Biwabik, from Norfolk, Boston; passed, tug Lyons.

Company A—Capt. S. H. Ayer, Jr.

Lieuts. H. A. Brickley, R. K. Randall.

Company B—Capt. J. C. MacNeil.

Lieuts. P. M. Mazur, E. T. Cohen.

Company C—Capt. W. A. Perrins, Jr.

Lieuts. A. I. Drew, F. Pooler.

Company D—Capt. A. J. Reardon.

Lieuts. M. W. Cole, F. T. H. Wurl.

Company E—Capt. L. F. Fowler.

Lieuts. L. O. Schwab, W. L. McLean.

Company F—Capt. T. J. Kehler.

Lieuts. A. H. Onthak, A. J. Mannix.

Company G—Capt. G. F. Marsh, Jr.

Lieuts. G. W. Frost, A. E. C. Oliver.

Company H—Capt. J. Sisonsky.

Lieuts. H. A. Slamian, L. Gordon.

LARGEST NUMBER AT HIGH SCHOOL

Catalogs Issued Today by the English Headmaster, While the Boston Latin Cadets' Roster Is Also Printed.

The annual catalogue of the English high school is issued today by Headmaster John F. Casey. It contains 74 pages full of excellent reading for the pupils' parents and the past and present members of the school.

The catalogue shows that in the English high school building and its adjunct, the old Winthrop-street, Roxbury, school, 1383 pupils, the largest number in the history of its 85 years of continuity. This is the oldest public high school for boys in this country.

Henry Pennypacker, acting head master of the Boston Latin school, announces through the catalogue of that school the roster of the eight companies of the Boston Latin school, which make up the second regiment of Boston high school cadets. Until the spring competitive drills there will be no officers higher in the regiment than captain. The officers follow:

Quartermaster, Capt. Robert Gardner Wilson, Jr.

Company A—Capt. S. H. Ayer, Jr.

Lieuts. H. A. Brickley, R. K. Randall.

Company B—Capt. J. C. MacNeil.

Lieuts. P. M. Mazur, E. T. Cohen.

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Lieuts. H. A. Slamian, L. Gordon.

HOLIDAY ATTIRE IN MIDDLETON

Connecticut Center Preparing for Visit of President Taft and College Heads at Wesleyan Inaugural Tomorrow.

MIDDLETON, Conn.—This city is in holiday attire in anticipation of the coming of President Taft, Vice-President Sherman, Senator Elihu Root and a number of college presidents, besides a long list of official delegates representing various seats of learning on Friday to the inauguration of the Rev. Dr. William Arnold Shanklin as ninth president of Wesleyan University. Gov. Frank B. Weeks will also be in attendance.

The installation exercises will be held in the Middletown theater and will be a purely college function. Among those expected to make addresses will be President Taft and Senator Root. Honorary degrees will be conferred. At the conclusion of the exercises President Taft will be entertained at dinner at the residence of Dr. Shanklin. Later he will leave for Hartford to be present at the dedication of the new state arsenal and armory there.

Walter Webbing has received this cable from Liverpool: No New England fruit here today. The market opened firm and closed the same; demand good. Market closed with firm tendency and good clearance.

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From Liverpool: No New England fruit here today. The market opened firm and closed the same;

Contributions on Topics of Interest
by Subscribers are Solicited.

THE HOME FORUM

A Page of Interest to All
the Family

High Above the Sea in Iceland

By MRS. BANNON.

Hekla, in Iceland, stands isolated on a plain, and forms a landmark for ships sailing along the south coast of the island. The crater-summit often covered with the "cap," from which the mountain takes its name, is 5110 feet above the sea level.

To make the ascent, the farmer of Galtaekkr must be engaged as guide to the party, and the ride for two hours is through a forest of dwarf birches, browned and scorched by volcanic dust, with a thick undergrowth of whortleberries and blackberries; then the ponies are left and the climb begins.

The first part certainly looks formidable. A great river of lava has heeded over and stands erect, a "great divide," as Burton called it. Without the help of the local guide, it would be hard to avoid the numerous holes and cracks the moss conceals. This surmounted, the rest of the way is easy until the snow is reached. Here the surface is so slippery that falls are frequent, and sometimes the foot descends suddenly into a crevice. The crater of 1845 is passed, and then a curious phenomenon is seen. The grassy slopes are covered in places with spikes of frozen snow, about a foot high, and blackened over with cinder dust. On some of the glacier mountains of Iceland these excrements are known to attain a height of three or four feet, and resemble sugar loaves. Sir Michael Conway, the explorer, says that they are only found in old consolidated snowbeds, and are due to solar radiation. The sun's rays play upon the surface of the snow, which soon becomes spotted over with numerous circular hollows. These gradually deepen, and the harder portions of snow between are left standing and become rounded by exposure. Their height is determined by the thickness of the snowbed from which they are carved; and when broken over they are found to be in layers which mark the successive falls of snow.

The way now lies over broken rocks, the outflow from a cavity known as the southern crater; then comes the last and steepest part, a wade through loose black cinders, and the crater-peak is won!

The mouth, large and rounded, is scorched inside to fiery red, blotted in places with sulphur, and is regarded with awe by the superstitious natives.

The music that reaches farthest into heaven is that of a loving heart.—Selected.



HEKLA VOLCANO IN ICELAND.
Drawing shows mountain which forms landmark for navigators.

The floor is white with the snows of many winters, for there has been no outbreak since 1766.

The north and steepest side of Hekla overlooks a vast region of uncultivated land, and several low ridges radiate from the base. On the south is a

bird's-eye view of a plain stretching seawards, seamed with rivers, thread-like in the distance; homesteads scattered everywhere, and the Westman Isles beyond.

The expedition here described, including the return, occupied 12 hours.

Some Aspects of Benefactions

That men are not made educational reformers merely by having millions to spend, is the conviction of President Schurman of Cornell. He sees in the boards created by millionaires who are giving money for schools and colleges a menace to the independence of the institutions that accept the bounty. The donations are made with various provisos that really act to place in authority over a school men who often have very few qualifications for such governorship. Boards of this sort tend to look at every question from the pecuniary standpoint—they "want their money's worth" in immediate returns. President Schurman holds that boards so constituted should be answerable to the public just as the regents of a state university are, or better still, that the benefactors should trust the governing boards of the schools and universities they desire to help.

Literalists

Seamen are strict disciplinarians, and a ship's crew very rarely dreams of interpreting a commander's orders otherwise than literally.

One day while a certain ship was in port, the captain gave a dinner to some town acquaintances, and as the resources of the ship were not great some of the sailors were deputized to help wait on the table.

As these men were not used to such work, each one was told exactly what service would fail to his share.

The hour came and the dinner went merrily on. Presently, however, one of the ladies wanted a piece of bread. There was none near her and the finely disciplined steward seemed to be quite heedless of her need. She spoke softly to the man at her elbow:

"Bread, please."

He looked mutely at the bread and then at her. It was evident that he would fain have helped her if it had been in his power. He saluted in fine naval style:

"Can't do it, ma'am," said he. "I'm told off for 'taters."

The Discovery of the Globe

The exact site of the old Globe theater of Shakespeare's day has been under dispute in London of late and Dr. Wallace has discovered important papers bearing on the question. The Chronicle prints the following:

Let Pearly with diminished head
And Codd with chastened soul
Give up disputing who has led
The race toward the pole;

The greater o'er the lesser feat
Now throws its screening robe—
They, for a single spot compete,
But Wallace finds a globe.

Voting in Spain

Voting in Spain, is held to be a duty to the community, not merely a privilege of the individual, and neglect of civic obligations carries its own penalty.

Male adults of legal age and under 70, with certain exceptions, are required to vote in municipal elections. Failure to cast a ballot is punishable by having one's name published as censure for neglect, by having taxes increased 2 per cent, by suffering a deduction of 1 per cent in salary if employed in the public service, and, for a second offense, the loss of right to hold elective or appointive office.

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Remember the power of indirect influences; those which distill from a life, not from a sudden brilliant effort. The former, never fail, the latter often. There is good done of which we can never predicate the when or where. It lies in the invisible influence on character which he alone can read who counted the seven thousand nameless ones in Israel.—F. W. Robertson.

The Relation of the Boston City Club and Chamber of Commerce

In writing of the "Boston 1913" plans the Twentieth Century Magazine says:

Five years ago such a program would have been laughed at; it is still laughed at—but it is a wry laugh. Five years ago the plan for a City Club was laughed at—an inclusive club of all men interested in the city's welfare. It seemed ridiculous to suppose that a club with dues low enough to allow anybody in could ever have any standing. Today the Boston City Club has 3000 members—and it is one of the strongest factors in the life of the community. And the dues are \$15.

When the City Club laugh had disappeared, came the Chamber of Commerce laugh. The cause of this hilarity was the plan to combine all the business organizations of the city, and some of them were in pretty poor shape, into one thoroughly effective body. Why, it was impossible! It was—but it was done. The Boston Chamber of Commerce has today a total membership of over 3000, and it is the greatest commercial body in any city in the country.

It rarely occurs to the casual observer that these two organizations have two distinct and yet co-related functions. The City Club, however, is where things are talked about, planned, and formed. The Chamber of Commerce is where things are done. Both are more democratic in conception than any similar organization elsewhere.

Steel Railway Ties

The following story was told to illustrate tactful handling of a difficult topic: "There were two neighbors and each had a pet diversion. Chickens was the hobby of one; that of the other, flowers. Because of the devastating instincts of the unrestrained fowls, the flowers did not flourish. The gardener, however, valued his neighbor's friendship more than he did the flowers, and made no remonstrance.

"The poultry farmer, one evening, visited his neighbor, and by way of introduction made a complimentary remark about the garden. 'What a beautiful bed of flowers you have here,' he said glowingly.

"'Yes,' added the gardener, dejectedly, but it just keeps me busy to keep it from becoming a feather bed.'—Exchange.

Chickens vs. Flowers

The steel railway tie is not new, but its use has made little headway in this country. Of late, however, it is being largely substituted for the wooden tie in many of the leading industrial countries of Europe, as we are informed in the Daily Consular and Trade Reports from Belgium. The consul says:

"It is asserted that the English manufacturers have on the market a tie of grooved section that sells for \$30 per ton, or less than the present cost of wooden ties. It is evident, therefore, that under these conditions the use of the steel tie would produce economical results for the railways."

There is no true and constant gentle-ness without humility; while we are so fond of ourselves we are easily offended with others.—Fenolom.

Crops and Climate

One of the interesting notes of a change of wise opinions in various directions is in the statement in the Paris Cosmos, translated for the Literary Digest, that the old theory that large cities or thriving communities had disappeared from certain localities in ages past because of changed climatic conditions is erroneous. In many such cases it is already proved that the abandonment of these regions by man resulted from other causes. In other words the possibilities for cultivating crops have not gone from bad to worse in these places, causing aridity where once was profuse soil, though this has long been the favorite theory.

As these men were not used to such work, each one was told exactly what service would fail to his share.

The hour came and the dinner went merrily on. Presently, however, one of the ladies wanted a piece of bread. There was none near her and the finely disciplined steward seemed to be quite heedless of her need. She spoke softly to the man at her elbow:

"Bread, please."

He looked mutely at the bread and then at her. It was evident that he would fain have helped her if it had been in his power. He saluted in fine naval style:

"Can't do it, ma'am," said he. "I'm told off for 'taters."

By skill the woodman, rather than by strength,
Brings down the oak; by skill the pilot guides
His wind-tossed galleys over the dark sea;
And thus by skill the charioteer overcomes
His rival. He who trusts too much his steeds
And chariot lets them over from side to side
Along the course, nor keeps a steady rein
Straight on, while one expert in horsemanship
Though drawn by slower horses, carefully
Observes the goal, and closely passes it.
Nor fails to know how soon to turn his course
Drawing the leather reins, and steadily
Keeps on, and watches who goes before.

—Pelides to Antilochus (Homeric Iliad).

THE SWORD OF THE SPIRIT

"Faithful are the wounds of a friend, for they are the words of the wise man who asked of God an understanding heart. And a sage of a later day—Emerson—has expressed a correlated idea in the poem 'Forbearance,' where he asks,

"Hast thou loved so well a high behavior
In man or maid that thou from speech
refrained
Nobility more nobly to repay?"

and adds in the humility of the greatest,
"O, be my friend and teach me to be
thine."

To the world, friendship most often means praise and gratulation for one's well done and sympathetic tolerance of one's faults. Indeed it is often held a very high degree of friendship which is quite unable to see any faults in the beloved one. Those who are hungry for a higher than earthly comfort, however, see in the more austere thought of the wise men quoted above the better estimate of friendship. To the students of Christian Science there is perhaps no more awakening message from their Leader in the collection "Miscellaneous Writings," by Mary Baker Eddy, than the chapter entitled "Love Your Enemies." Here she discusses the earthly sense of friendship and shows its dangers. Elsewhere she speaks of the human desire to "forgive a mistake and pass a friend over it smoothly" (Miscellaneous Writings, p. 118).

Under the tuition of their Leader Christian Scientists are learning truly to relish more the touch of rebuke than words of praise. To him who is beginning to discern the "One altogether lovely," praise of himself, a frail mortal, whose faults and weakness, yes, sins, he knows better than another possibly can, seems rather to shame than to honor him. He feels himself somehow a hypocrite when others call him good, as if he had deceived them by hiding his errors. Thoreau touched on these things when he said: "I have never known and never shall know a worse man than myself." This is an extreme statement, but it draws attention to the need for self-knowledge. Jesus spoke an ultimate

word when he said, "When ye shall have touch of rebuke administered in this spirit have you found in one of the sweetest experiences that can be known on earth. Those who can bear so to have the human selfishness crushed see the veil of sense rent asunder and the light of God shine for them. Just to the degree that we have put away materiality out of our consciousness these wounds of a friend pierce without pain; for it is always and only material sense that suffers. If we are wise we shall rejoice even in the suffering because we know that so we are being purified of self."

In spite of the recognized need of knowing one's faults, however, there are very few people who do not suffer under the plain speaking of a friend, even when they do not actively resist the friend and deny him the right to judge them. Jesus said, "Judge not," but at once explained the application of his saying—"For with what judgment ye do, with the same ye shall be judged." Here is the key to the question of friendly admonition and warning. If we have ourselves reached the point where we are so far separated from the love of self that we can bear rebuke, then and then only are we qualified to judge the "righteous judgment" which heals and saves others. When we are skilled enough in our knowledge to be truly sure of our willingness to submit ourselves to exactly the same scrutiny we make of another, willing to have our own acts tested by the same test we apply to him; willing if a like error be found in us to suffer the same judgment we pass on him, then we are ready to stand as the true friend whose "wounds" are faithful. Jesus followed his explanations about judging and casting the beam out of one's own eye with the statement, "Then shalt thou see clearly to cast out the mote out of thy brother's eye."

In "Science and Health with Key to the Scriptures," by Mary Baker Eddy, page 571, this question of rebuke is wonderfully elucidated. Mrs. Eddy writes, "It requires the spirit of one blessed Master to tell a man his faults, and so risk human displeasure for the sake of doing right and benefiting our race." Those who have truly yielded to the

Advantages of Life Abroad for American Students

III. METHODS.

Many students go to Europe expecting to learn French, let us say, from merely breathing the air of Paris. This is found to be almost as useless a method as that of the man who expected to learn what was in a book by carrying it always in his pocket. Paris and most of the great art centers of Europe are so full of Americans that it is hard to get away from them. Yet that is what we go abroad for—to associate for a while with a different kind of folk and learn what we may from their ways of living and thinking. Therefore the best way to advance in language study or in general culture in Europe is to live in a native family. A well known school of music in Boston has for its aim the placing of students abroad in such a way that they may get the most possible from the experience. One of the chief points insisted on is that students shall not herd together to study and get out of the rut of old mental paths, any European musician has much for the American. Often musicians much less famous can do as much for the American who is willing to learn as great masters do.

Differences in method are largely differences in individual conceptions of beauty. The right "method" for each student is that which develops his gifts. The chief thing is that individuality

shall not be distorted or hidden by an artificial culture. The work of the average American teacher as yet is likely to be more artificial than natural. It is usual for students to say of the latest master, "He taught me all I know while really the years of work with others have all been developing him, and perhaps each master gave him all that he was able to receive at the time. It is no criticism of the German school of music, for example, to say that a pianist trained therein has much to gain from the associations of Italy, the home of song, where what Wagner called a "grasp of the melos" is the birthright of the crudest singer of folk music. Italy today is still the land where the sweep and swing of melody is an intuitive gift of a bird's wing.

Differences between American and European masters at the outset may be marked in this way: the European gives the student music to study—songs, simple, surely, but still something which furnishes musical food. The conscientious American often keeps the pupil too long on the dry bones of "exercises" which prompt no musical thought whatever. The right "exercises" can of course be made musical, and a significant remark of Miss Geraldine Farrar's is that in girlhood she used to try to make her vocal exercises "interesting" by giving them tone color and expression to them. There is nothing that will more surely obscure the natural gift of the student of music than the kind of drill that makes so-called music study a dull grind or a slavish delving after mechanical perfection. The mechanical perfection should express the daily development of musical understanding in the student. The two will be rightly related the one to the other by the right teacher.

The Cornhill Magazine

The Elephant as a Domestic Animal

In an interesting sketch of Thackeray's relation to the Cornhill Magazine, the Bookman for November says:

Of the first number of the Cornhill, 120,000 copies were sold. This was then without precedent in English serial literature. To achieve such a success no expense had been spared. In his "Recollections" Sir George Murray Smith gives some very interesting figures. The largest amount expended on the literature of a single number was £1183 3s. 8d. (August, 1862). To George Eliot for "Romola" was made the highest payment for a novel. This was £7000. Thackeray received the highest rate given for short articles—£12 12s. a page for his "Roundabout Papers." To Tennyson, Sir George made an offer of 5000 guineas for a poem that should be of the same length as "Idylls of the King," on the condition that the poem be first printed serially in the Cornhill. Nothing came of this proposal, but Thackeray obtained from Tennyson the poem "Titania" for the second number of the magazine.

There is no true and constant gentle-ness without humility; while we are so fond of ourselves we are easily offended with others.—Fenolom.

—Pelides to Antilochus (Homeric Iliad).

In the class of aves, or birds, the tail is almost invariably an appendage of the greatest utility. In many instances it is the most beautiful feature, and with birds attractiveness is important as a means of securing mates. Birds in motion, either in the air, water or land use their tails as rudders or as balancing poles.

What is commonly described as the tail of the peacock is exceedingly elaborate and beautiful. As a matter of fact, these fans are not tails at all, but trains of barbed feathers of great length, which are prolonged far beyond the true tail, and which are capable of being erected and spread out into a great disc. The real tail is used to support the disc, and consists of 18 stiff feathers six inches long.

All birds of strong flight shift the position of the tail to suit conditions, and when rushing through the air and desiring to suddenly alight or pause in their flight, the tail spreads fan-shape, and is depressed until it is at right angles to the body and presents the full undersurface against the air, acting as a brake to arrest the bird's flight.

Chimney swifts, creepers, nutatches and woodpeckers birds which frequently assume an upright position—use the tail as a brace or prop; and it is well adapted to such purpose, being stiff and with the tip of the shafts almost unencumbered with any vane.—Suburban Life.

The Auto Poet

We now have both the auto and the airship poet. The former "from Mi-souri," sings:

THE CHRISTIAN SCIENCE MONITOR

"First the blade, then the ear,  then the full grain in the ear."

This newspaper is a member of the United Press Association and The Associated Press and receives the full news report of each association.

EDITORIAL

Boston, Mass., Thursday, November 11, 1909.

The President's Program

It is announced officially that the President will not visit Panama during the coming winter and that he will make no long trips of any sort until next summer, when he expects to visit Alaska. He has some engagements that will call him away from Washington for a day or so at a time, but, in the main, he may be found at the White House regularly from today until the adjournment of Congress. During his tour he has outlined pretty clearly the policy he will pursue in recommending and approving legislation. He has set himself a very considerable task. It has been estimated that Congress, were it ever so willing to accede to his requests, would not be able to comply with them in a single session. It might require more than one Congress to deal with the propositions that will be contained in his next message, it is thought, assuming that he shall make all the recommendations referred to in his speeches. But it would be going too far to say that Congress is well-disposed toward everything the President has to offer, or that it will confine itself to his program. Although not much may come of it, it looks as if a great deal of time would be taken up by the insurgents in an attempt again to bring the tariff question prominently to the front. This will be stubbornly opposed by the organization element in the majority of both houses, but the attempt, it is almost certain, will be frequently repeated, and may retard seriously the consideration of other business.

The President is likely to meet with opposition if he undertakes to carry out some of his promises with reference to conservation and waterways, especially where his proposals for legislation involve appropriations on a large scale, or bond issues. And, in view of his early declarations of a purpose to make this an economical administration, he may be at a disadvantage.

But President Taft is a tactful man. He is strong as a harmonizer. He knows when to be firm and when to compromise. He is on speaking terms with the representatives of all parties and all factions and therefore in a position where he can reason with those who are inclined to be the most troublesome.

The last hours of the tariff controversy in the extra session revealed him as a resourceful politician, an adroit diplomat and a well-balanced statesman.

THE vote polled by friends of temperance in New York state in the recent election comes as a surprise to those who have been permitting other public questions to monopolize their attention. It was supposed, save by those acquainted with the situation, that the temperance, or local option, or prohibition cause was making very little if any headway in the Empire state, yet up to latest accounts over sixty new townships are reported as having gone "dry." Information received by the New York Anti-Saloon League, which is the aggressive force in the temperance campaign, shows that out of 285 townships, spread through thirty-seven counties, ninety-one were in favor of full license, fifty-eight in favor of partial license and 136 in favor of no license. The last figure includes those townships that had already declared themselves against the saloon.

Under the New York law whenever ten per cent of the voters file a petition for the submission of the liquor question, the matter is brought up at the next biennial town election, and it comes before the voters in distinct propositions. That is, they may decide by their ballots whether liquor shall be sold in saloons, hotels or stores. In case the town decides in favor of some but not of all of these it is declared to be for partial license.

Last spring the result of voting in 166 towns was a gain of twenty-four for no license, and this made the standing in the whole state: Full licenses, 325; partial licenses, 270, and no license, 338. A brief analysis makes the situation in New York state in this regard clearer. From 1897 to 1908 there was a decrease of eleven in the number of the townships where liquor was sold at all classes of places, and a decrease of thirty-six in partial license towns. The "no-license" places increased by forty-nine. This means that there was a gain of sixty for the anti-saloon people. Last spring there was a gain of twenty-four, and in the recent election about sixty, so that more was accomplished by the temperance people in the last twelve months than in the preceding eleven years.

This is really the important phase of the matter, for it shows that New York state is feeling and responding to the influence of the general wave of temperance. And a still more significant aspect of the situation is to be found in the circumstance that the no-license movement seems to have obtained a firm foothold in suburbs removed only a few miles from the metropolis.

WHATEVER changes may occur, it seems as if the first heavy frosts will always bring back the yearning for mince pie.

The Alleged Roosevelt Movement

WHATEVER else may be thought of it, it will be regarded as a strange circumstance that the New York Tribune should be so ready to give publicity to the story that the friends of Theodore Roosevelt are planning the overthrow of William Howard Taft. The Tribune in these days, of course, is looking for news and circulation; still it has not torn itself away from old traditions and associations so completely as to disregard the welfare of the party to which it has been so closely allied for so many years. It must, therefore, be taken for granted that in presenting the case as Mr. Taft's friends are said to view it, so

frankly and so fully, the Tribune is influenced by what it regards as good and sufficient political reasons.

A non-partisan journal and its readers will be interested in it as a piece of information that may have a bearing upon future political developments, and being in a position to consider it impartially they will be all the better qualified to determine its probable correctness and its probable importance. Or, if they choose, they may regard it, as thousands of others will, simply in the light of an entertaining bit of gossip. Briefly stated, the story is that those who for convenience' sake may be called the pro-Rooseveltites have decided that the ex-President shall, if they can bring it about, be the next President. In support of an assertion to this effect certain evidence of a plausible character is brought forward. It is held, for instance, that President Taft had scarcely taken the oath of office before the movement to make his position eventually untenable was begun through the attack of Chief Forester Pinchot upon Secretary Ballinger. Other harassing things it is alleged have been devised and prosecuted with the view of disturbing the peace of President Taft's official family. The Crane case is brought in to support the theory that Secretary Knox "has betrayed the time-honored policy of his predecessors with regard to the 'open door' in China." A third member of the cabinet is to be attacked in a forthcoming magazine article. Numerous minor circumstances are recalled with the purpose of showing that the Rooseveltians are carrying on an active and aggressive campaign which they hope will culminate in a popular demand for the return of their leader to the White House, and even the recent offhand remarks of Dr. Eliot on the conservation question, in which he touched upon coal lands, water sites, etc., are made to do service as props for the alleged plot.

All the careful and judicious reader will do at this time and in this connection, of course, is to take the story under advisement, remembering, as he must, that the imagination of man has still free swing in this country and that it is, from a political viewpoint at least, a long time until 1912.

Leather From Nigeria

MANY regions of the Sudan produce considerable amounts of leather, consisting of tanned and dyed skins of goats and sheep. This is largely exported to the United States, only small quantities being sold to France, Italy and Austria. As the trade is controlled by the Tripoli Arabs, it not only reaches the sea by way of the Sahara but is crudely handled, as a native industry is apt to be. It has frequently been asserted that if the skins were shipped in undyed condition they could be put to a great many uses than they are now and consequently a large market might be created for this Sudanese leather.

The question is of more than ordinary importance because Great Britain is building a railroad from the Guinea coast into the interior, and the terminus is to be Kano, the chief commercial city of northern Nigeria and also the center of the leather trade of the Sudan. This railroad, steadily nearing completion, is the western counterpart of the Uganda railroad connecting the interior of the British possessions of East Africa with the Indian ocean and affording the only access to inner Africa by modern means that is open to all the world. In duplicating this railroad British enterprise is not only opening the central Sudan, at once one of the least known and one of the most populated regions of the entire globe, but it is also going to change the trade route of many centuries, deflecting it from the Sahara and the Mediterranean to the lower Niger and the Atlantic.

This revolution of North African trade is not merely of commercial importance. Its value is primarily moral. No matter how vigilant and energetic the white rulers of North Africa may be in attempting to stamp out what is left of slavery, it cannot be stamped out so long as there still remain two gateways that are not controlled by Europe, viz., Morocco and Tripoli. But conditions throughout the Sahara and Sudan must change for the better on the abandonment of the great caravan routes to Tripoli and Morocco in favor of the southern routes by the British railroad or the western by the French railroad, until such time as the whole territory will be sufficiently under control to prevent all oppression and brigandage, when the overland traffic can doubtless be resumed with the most modern methods. But it may be regarded as certain that by far the larger share of the Sudanese traffic will always take the shorter route now inaugurated by the French and British; and to build up a leather trade between this country and northern Nigeria via Lagos or the Niger estuary might be the first step toward cooperation in the opening of darkest Africa.

AGAIN we are reminded that beef is rising higher in price, and the reason assigned is that America is not producing enough for its home market, let alone anything like the amount needed for export. Notwithstanding this, we are informed that American beef can be bought in England for less than it brings here and that even this does not satisfy the Britons, but finds them looking for new sources of supply, with the result that Argentina and Australia are also sending in their quota.

No wonder beef is cheaper in England than in America, if competition rules the market. It may be that we on this side of the water are contributing enough to make up for any loss that competition may impose upon those who handle American beef for export.

WASHINGTON, D. C., has raised over \$30,000 toward a fund to secure the great aviation meet of next year for that city, and the prospects are that whatever may be needed in addition to this will be subscribed. The only objection the rest of the country can have to the holding of the contest at the capital is that it may take members of Congress away from their seats; but this objection is not regarded as necessarily serious.

MR. BREYCE can speak a great deal more freely than most foreign representatives in this country, but because he is universally popular here he should be advised of the danger of taking sides in the football controversy. He will understand us in this matter when he is told that it would be like taking sides against cricket in England.

A LONDON (Eng.) justice recently remarked: "I do not think there is any game that is so liable to put one out of humor as croquet." He must be ignorant of "Authors."

AS IF cotton were not doing pretty well at present, they are now about to make paper out of the stalk. There appears to be no end to the uses that cotton and corn can be put to.

CONTROL of the Boston & Maine railroad system by the New York, New Haven & Hartford management, under conditions that will be acceptable to the state of Massachusetts and presumably to New England at large, promises to be the signal for the final combination of railroads extending from the Atlantic to the Pacific and having a total trackage of more than 30,000 miles, or about one-eighth of the total railroad mileage of the country. It is understood that Mr. Tuttle will retire from the presidency of the Boston & Maine railroad next Tuesday, and with him his personal representatives on the board of directors, and that Charles S. Mellen, president of the New York, New Haven & Hartford railroad, will be given executive charge of the two systems.

The Boston & Maine and the New Haven roads together have about 10,000 miles of trackage. The impression is that this trackage is to be, in effect, added to the trackage of the Pennsylvania system, 11,262 miles, and the trackage of the Santa Fe system, 9,430 miles. Whether this greater combination be effected or not, there is all reasonable assurance that the changes about to occur in the management of the two great systems of railroad serving Massachusetts and New England will be beneficial to the interests of this great industrial section. By this is not meant that there will be any discrimination in favor of Massachusetts or New England, because even if there were no other reasons why undue favor should not be sought or accepted, the rulings of the interstate commerce commission would forbid it. What is meant, rather, is that Massachusetts and New England will be served fairly and with all the liberality that may rightfully be expected from a railroad system that will owe its prosperity very largely to the prosperity of the New England states.

Under a management that assures fair play, it will be all the better for Boston, Massachusetts and New England if the more ambitious project be carried out.

RICE cultivation in British Guiana is believed to be largely bound up with the future of the sea-island cotton industry on the neighboring West Indian islands. For this last a great development is anticipated and with the economic regeneration of the islands British Guiana might easily become a sort of granary for the West Indies. The subject is of especial interest because of the new project of bringing the West Indies within the scope of Canadian enterprise and, in a sense, of Canadian protection. The development of a granary on the mainland must be looked upon as a strong factor in this new imperial project that is now under consideration by the West Indian commission. The vast resources of British Guiana, which for some reason or policy have long remained hidden from the general public, are now coming to be advertised in other British lands, especially Canada, but the prospect of rice cultivation naturally interests the colored races more than white colonists. Thus the large and growing number of East Indians is mainly responsible for what had hitherto been done in that direction and they have succeeded in rousing the enthusiasm of the colored people of the colony, in which they have been consistently encouraged by the owners of sugar estates. It is a remarkable fact, recently disclosed by consular reports, that the acreage under rice cultivation has been increased nearly seven-fold in the last decade, the increase in the rice crop between 1898 and 1908 representing no less than 31,000 tons of cleaned rice annually, valued at more than \$1,250,000.

It is there, in the Guianas, the West Indies and to some extent in British Honduras, that the problem of Asiatic labor within the empire is alone solved in a satisfactory manner. This is an important point because with the completion of the Panama canal all the islands as well as the strips of mainland under European control will be placed on a radically new economic basis, with the result of giving a strong impetus to colored immigration. And to make Guiana the granary for the future population of these regions that control the approach to the canal is a notable advancement on imperial lines.

ONE OF the most encouraging signs of national stability is the thrift displayed by the American people in setting aside and investing a portion of what is earned. While it has always been believed in many quarters that our people are more inclined to be improvident than frugal, it is nevertheless true that securities find a ready market with Americans of average means than with almost any other nationality. Money is gained in this country more readily, and the varieties of temptation to spend it seem evident here to a greater extent than perhaps anywhere else. Nevertheless it is true there is nearly always a nest-egg of savings laid aside for unforeseen demands, and meanwhile many of the industries in need of expansion and development are benefited when such money is loaned on interest.

A writer in the London Statist who has recently been making some investigation along the line of our national thrift estimates that the savings of our people probably exceed \$5,000,000,000 every year, and to this enormous accumulation he attributes the unequal absorptive power of the United States markets. In commenting upon this situation he remarks that "the general principle seems to be to pay a rate of wage which will enable the wage-earners to secure a share both of the necessities and of the comforts of life and at the same time to save considerable sums from year to year."

This is quite remarkable, in view of the fact that Americans in a general way lack the incentive common to other peoples for providing for less prosperous years. The openings are numerous for earning a sufficiency for daily needs, and one is by no means confined to a single vocation, many turning from one line of work to another with ready adaptability. While our men and women maintain this excellent order of financial affairs, there is little need of sounding the alarm of hard times and low returns for labor. We have a bulwark against many adverse circumstances so long as frugality remains a national trait.

THE Wisconsin Teachers' Association finds serious fault with the popular songs of the day. But it is the public taste, rather than the songs themselves, that calls for the attention of educators.

A Stupendous Railroad Merger

Commendable Thrift